LATEST INTELLIGE[illegible]
(REUTER'[illegible]

REGISTERED No. 17—1874.

The Bombay Gazette.

—NEW SERIES. BOMBAY:—MONDAY, OCTOBER 12, 1874.

[illegible]AZETTE,

[illegible] Bombay Gazette [illegible]

[illegible] Postage Rates.

[illegible] ADVERTISEMENTS.

[illegible] ....Rs. 5 0

[illegible] 2 8

[illegible] 2 8

[illegible] ....0 4 As.

[illegible] less than eight lines.

LONG ADVERTISEMENTS.

[illegible] As. per Line.

[illegible]

For Advertisements which are to be inserted for a considerable time special [illegible] may be made.

[illegible] SHORT ADVERTISEMENTS.

Advertisements of [illegible] lines relating to such matters as Small [illegible], Business Cards, [illegible], Wanted or Servants Required, [illegible] to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines..........Re. 1 0

Each succeeding line..........„ 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or the smallest type, 12 lines of which go to the inch.

[illegible] OFFICE—[illegible]—ROOMS 2.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the Proprietor of the *Bombay Gazette*.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers [illegible] with Mails, Passengers, and Cargo, every week.

The Steamship "ASIA," [illegible] Tons, 200 H. P., Commander J. H. Gaves, will be despatched on SATURDAY, the 17th October 1874, at 4 P.M.

October 1874.		October 1874.	
Leave BOMBAY [illegible]	17	Leave Tuticorin	25
„ [illegible]	18	„ Colombo	26
„ [illegible]		„ Galle	27
„ [illegible]		„ Negapatam	30
„ Carwar	19		Nov.
„ Mangalore	20	„ [illegible]	1
„ Cannanore		„ Coconada	3
„ Tellicherry		„ [illegible]	
„ Calicut		„ [illegible]	
„ Beypore		„ Bimlipatam	
„ Cochin		„ False Point	6
„ Alleppey	23	Arrives at CALCUTTA	8

Cargo for Singapore and China can be booked by the Steamers on this line, [illegible] from intermediate ports for transhipment at Galle to the Messageries Maritimes Company's Steamers, which run regularly.

Also for Batavia, Samarang, [illegible], Palembang, Pontianak, [illegible], Padang and Macassar, [illegible], to go forward by the [illegible] Netherlands India S. N. Company.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, *via* KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GWADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. PERMAH, 1,050 Tons, 200 H. P., Commander T. Sanders, will be despatched on FRIDAY, the 16th October, 1874, at 4 P.M.

October 1874.		November 1874.	
Leave BOMBAY	16	Leave BUSREH	4
„ Kurrachee		„ Mahomerah	4
„ Gwadur		„ Fao	5
„ Muscat		„ Bushire	6
„ Bunder Abbas		„ Bahrein	8
„ Linga	27	„ Linga	11
„ Bushire		„ Bunder Abbas	12
„ Fao		„ Muscat	15
„ Mahomerah		„ Gwadur	17
	Nov.	„ Kurrachee	20
Arrive BUSREH		Arrive BOMBAY	23

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer every MONDAY, at 2 P.M.

The s.s. PENANG, [illegible] Tons, 12[illegible] H. P., Commander J. Avery, will be despatched on MONDAY, the 12th October 1874, at 2 P.M., calling at Veraval, Porebunder, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL OR LONDON
VIA SUEZ CANAL.
(*To leave about 1st December.*)

THE well-known and favorite Steam-ship STRATHCLYDE, 1561 tons, Captain G. W. [illegible], will be despatched as above. She has very superior accommodation for first and second class Passengers, and [illegible] make the passage in 30 days. She is fitted with Ice-house, Bath, Punkahs, and every other appliance necessary for a Steamer in this climate. She carries a Surgeon and Stewardess.

Rates of Passage money:—

1st Class to Suez	£30
Do. to Liverpool	£50
2nd Class do.	£30

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 1st October 1874.

STEAM COMMUNICATION WITH ITALY,
VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and [illegible] the 1st of each month.

PASSENGERS, RATES.

[Inclusive of all Transit Fee through the Suez Canal.]

	1st Class.	2nd Class.	3rd Class.
To Aden	[illegible]	[illegible]	54
Suez	[illegible]	[illegible]	8
Port Said	63	[illegible]	9
Alexandria	[illegible]	[illegible]	9-10
Messina	80	[illegible]	14
Naples	80	[illegible]	14
Leghorn	80	[illegible]	14
Genoa	80	[illegible]	14
Marseilles (transhipment at Genoa)	82	[illegible]	14-10

Without food.

Children under 2 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"ARABIA," to sail on SUNDAY, 1st November 1874.

"INDIA," to sail on TUESDAY, 1st December 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2 Hummum Street.

Bombay, 1st January 1874.

BOURNE AND SHEPHERD,
PHOTOGRAPHIC ARTISTS,
No. 16, RAMPART ROW, BOMBAY,
(Near the Esplanade Hotel)
AND AT
CALCUTTA AND SIMLA.

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

UPWARDS OF 3,000 PHOTOGRAPHS OF INDIAN SCENERY

Always on view.

[illegible] N. W. Provinces, [illegible] range, [illegible], Himalayas, [illegible], Calcutta, Bombay [illegible]

[illegible]

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental [illegible] Steamers will be despatched [illegible] H. M. Mails as follows:—

[illegible] Tuesday, October 13th, to Southampton.

[illegible] [illegible] 15th.

[illegible] KHARA, 2,032 „ 26th, to Southampton.

[illegible] 2,[illegible] „ November 2nd.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but continue to proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely on the day of sailing.

Cargo can be shipped to the following places in addition to the usual Ports of call, viz.:—

"Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Marseilles, Havre, London, Liverpool and New York.

F. D. PARKER,
Acting Superintendent.

Bombay, 5th October 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 20th Oct. 1874, at 3 P.M., from Mazagon,

THE P. and O. Co.'s S. S. GEELONG, (1,584 tons and 250 H.P.,) Captain C. Faaren, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 17th Oct. 1874.

F. D. PARKER, Acting Superintendent.

Bombay, 8th October 1874.

SALES BY AUCTION.

MEHRJEE, JOHNSTON & CO.

AUCTION SALE of 10 Bales Grey Shirtings, &c., &c.

TO-MORROW, TUESDAY, the 13th instant, at 2 p.m., Messrs. M. J. & Co. will sell by Public Auction, at their Sale Room, on account of whom it may concern, the 10 bales 600 pieces and three quarter pounds Wax finished Shirtings.

Also, a quantity of White and Grey Piece Goods.

MEHRJEE, JOHNSTON & Co.

Bombay, 12th October 1874.

MENESSE AND COMPANY.

AUCTION SALE OF 21 BALES 40's NETT WEIGHT TURKEY RED TWIST.

TO-MORROW TUESDAY, the 13th instant, at 2 p.m., Messrs. MENESSE and Co. will sell by Public Auction, at their Rooms, on account and at the risk of the first purchasers Tribhowan [illegible] and Vithull Jadowjee, the following 21 bales 40's Nett Weight Turkey Red Twist:—

N W—C	[illegible]	1 bale
	[illegible]	„
	438	„
	439	„
	441-42	2 „
	441-50	10 „

21 Bales No. 40's Nett Weight Turkey Red Twist.

MENESSE & Co.

Bombay, 12th October 1874.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE OF VALUABLE LIBRARY.

THIS DAY, MONDAY, the 12th instant, at 12 o'clock noon Messrs. BENNETT & Co. are instructed to submit to Public Auction at No. 4, Hummum Street, a large collection of valuable Library, the property of a Book-seller, closing business, the same comprising English, Latin, Greek, French, Persian, Arabic, Hindoostani, and Guzerattee Books.

Also, on TUESDAY, [illegible]

AUCTION SALE of valuable and handsome English Mahogany and richly Carved Blackwood Furniture, best plated, rich Crockery and Glassware, a first-class Piano, handsome Carriages, Horses, Plants, &c., at Malabar Hill.

ON TUESDAY, the 17th proximo, at 1 p.m., Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence at the abovementioned place, the valuable and handsome household furniture, piano, carriages, horses, &c., the property of A. E. Ashley, Esq.

Full particulars will be given hereafter.

Catalogues will be published, and the property will be on view 4 days before the day of sale.

SALE OF A SPLENDID HOUSE AT BREACH CANDY ROAD.

ON TUESDAY, the [illegible] day of October 1874, at 4 p.m., Messrs. BENNETT & Co. are instructed to sell by Public Auction, on the premises, by order of Mr. Vinayak Ramchundra Luxumanjee the Mortgagee, and on account and at the risk of Cowasjee Edduljee Khambatta, the Mortgager.

All that piece or parcel of land or ground with the messuage, tenement, or dwelling house hereditaments and premises standing thereon (forming part of the oart Banian Halwady) formerly and now in the occupation of the said Cowasjee Edduljee Khambatta, situate on the north side of Breach Candy Road in the subdistrict of Bhooleshwar in the island of Bombay, containing [illegible] sixty feet from south to north, and in length one hundred feet on the east side, and on the western side one hundred feet, registered in the books of the Collector of Land Revenue under No. 348, and assessed by the Collector of Municipal Taxes under No. 510, and bounded as follows: that is to say, on the east by the passage leading into the aforesaid Banian Halwady, on the west by the ground belonging to Ananta Luxumanjee, on the north by the ground belonging to the late Vishwanath Atmaram, and on the south by the said Breach Candy Road.

AUCTION SALE OF A LARGE STOCK OF RAILWAY PLANT.

On TUESDAY the 3rd November, and the following days, at 1 p.m., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at B. B. and C. I. Railway Company's Parell Stores Depot, a large stock of Railway Plant.

Full particulars will be given hereafter. Catalogues will be published and the property will be on view, 10 days before the day of sale.

BENNETT & Co.

Bombay, 12th October 1874.

JEHANGEER HORMUSJEE & COMPANY,
No. 12, APOLLO STREET, FORT.

On WEDNESDAY next, the 14th instant, at 1 p.m., Messrs. JEHANGEER HORMUSJEE & Co. will sell by Public Auction, at their Room, the following varieties of Sundries:

Assortment of silver glass large and small flower vases of sizes and constructions.

Sundries consisting crying double faces, looking glasses, lead pencils, gilt curtain [illegible] poles, stereoscopes, stereoscope views, telescopes, gilted table plates, plated cruet and liquor frames, perfume vaporiser, &c.

2 Cases India rubber pipes, suitable for gardens.

Furniture consisting of blackwood carved chiffoniers, pier, and round tables, wardrobe, camp cots, with beds, perambulator, blackwood half back couches, cradles, &c.

Also, a quantity of grey and coloured piece-goods, such as grey shirtings, mulapollams, jaconets, prints, dhoties, &c.

AUCTION SALE of valuable landed Properties situate at Nowroz Hill, and [illegible] without the Fort of Bombay.

THIS DAY MONDAY, the 12th instant, at [illegible], Messrs. JEHANGEER HORMUSJEE and Co. will sell by public auction on the premises, the following landed property by order of mortgagees Harmusjee [illegible] and Gunnoo [illegible], and Bhicoo Mooley [illegible], trading under the name of Nathoo Kooba, and on account and at the risk of mortgagor Bhicoo [illegible], widow of the late Peerum Abbajee [illegible].

All that piece, [illegible] or dwelling house and premises standing upon Pasndaree ground belonging to Nowrojee Manockjee, situate, lying and being without the Fort of Bombay, fronting on the west side of Nowrojee Hill second row, in the sub-district of Mandvee and assessed by the Municipal Commissioner under No. 59 and bounded on the east by the property of the said Sewram Abajee, on the west [illegible], on the north [illegible], and on the south by the house of [illegible].

AUCTION SALE of Valuable Landed Property, situate at Bellasis Road Junction without the Fort of Bombay.

THIS DAY MONDAY, the 12th instant, at [illegible], Messrs. JEHANGEER HORMUSJEE and Co. will sell by public auction on the premises, the following landed property by order of mortgagee [illegible] and Boodra [illegible], trading under the name and firm of [illegible], and on account and at the risk of mortgagor Mahadoo Raghojee Chewtay.

All that piece or parcel of Pasndaree land or ground with the messuage, tenement or dwelling-house standing thereon, situate, lying and being without the fort of Bombay, fronting on the west side of a passage leading to Bellasis Road Junction, in the subdistrict of Mazagon, and assessed by the Municipal Commissioner under No. 74 containing by admeasurement 21 feet and 3 inches in breadth and 47 feet and [illegible] inches in length or thereabouts, and bounded on the east by a passage, on the west by a passage leading to Bellasis Road, on the north by a passage and house of Ooah Essmail Motewalla, and on the south by the public passage and house of Mahomed Sajun.

JEHANGEER HORMUSJEE & Co.

Bombay, 12th October 1874.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

In this [illegible] no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., see that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different stations on these lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

PETROLEUM LAMPS!
LAMPS. LAMPS.
WRIGHT AND BUTLER,
MANUFACTURERS AND EXPORTERS,
BIRMINGHAM.

Table, street, and station Lamps and Lanterns of all descriptions, chandeliers, Brackets, &c., in great variety.

Lamps fitted with American or any other description of Burner.

Patentees of the celebrated

"ECLIPSE"—NO CHIMNEY BURNER!

Specially adapted for up-country districts, as all breakage of chimneys is avoided, and the light given much greater than that of any other burner of the same wick. Photographs and Books containing over 200 designs upon application. Indents must be sent through an English house or covered by drafts [illegible].

NEW ADVERTISEMENTS.

NOW READY,
BOMBAY GAZETTE
OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 1[illegible]

Single Copy.......................Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,
THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—

A Specially-Written Market Report.

Freight Report, &c.

Quotations of Imports and Exports, and Customs' Duties.

Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1863 and 187[illegible] respectively.

Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back as 1863 and 1870 respectively.

Share List and Rates of Exchange.

List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance.....Rs. 10

Single Copy.....................Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

CONSIGNEES of CARGO per s.s. PERNAMBUCO, arrived from Liverpool, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS.

No Claims for short delivery or damage will be admitted under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHAM & Co.,
Agents s.s. Pernambuco.

Bombay, 10th October 1874.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and the GOVERNMENT SAVINGS BANK will be CLOSED on TUESDAY, the 13th instant, on account of the DUSSARA HOLIDAY.

By Order of the Board of Directors,
W. FRASER,
Officiating Secretary and Treasurer.

Bombay, 9th October 1874.

MATHERAN CLARENDON HOTEL IS OPEN.—MR. DE SOUZA begs to inform Visitors to Matheran, that he has built a very Spacious Bungalow attached to the Hotel, which, besides the advantage of a comfortable accommodation, presents a beautiful and distinct view of Bombay. There are three separate Bungalows, besides the above, which are commodious and very convenient for Families.

TERMS—MODERATE.

THE ALBERT MILLS COMPANY (Limited).—NOTICE is hereby given, that an ORDINARY GENERAL MEETING of the Shareholders of the above Company will be held on THURSDAY, the 22nd October 1874, at 2 P.M., at the Registered Office of the Company, Bombay Row, No. 5, to transact the following business:—

1. To receive the Directors' Report and the Audited Balance Sheet, ending 30th June 1874.
2. To declare a Dividend.
3. To elect Directors in place of those who retire by rotation, but are re-eligible.
4. To appoint Auditors for the ensuing year, and to fix their remuneration.

By Order of the Board of Directors.

[illegible] KHAIDHOY SEWRAM[illegible],
Secretary and Agent.

Bombay, 10th October 1874.

HOLTA TEA COMPANY (Limited.)—Proceedings of the THIRD HALF-YEARLY GENERAL MEETING of the SHAREHOLDERS of the Holta Tea Company (Limited) held at the Registered Office of the Company, 1, New China Bazar Street, Calcutta, on TUESDAY, 29th September, 1874.

Present:—Messrs. P. E. Bayne; E. Clarke; Algernon Watkins; R S Staunton; J. H. Williamson; C. H. B. Wilson; Major G. H. Strutt, Major F. C. B. Warren, and Captain [illegible], by their Attorney, Algernon Watkins; Captain R. H. [illegible], by their A. Farrer, W. H. Fitz, Esq., J. C. Money, Esq., A. [illegible], E. Money, Esq., and A. Fitcott, Esq., by their Attorney, [illegible].

The notice convening the Meeting having been read, it was proposed that—

J. H. Williamson, Esq., do take the Chair.

The following Resolutions were put to the Meeting and carried:—

First.—That the Report of the Directors, dated 31st August, 1874, which has been printed and circulated among the Shareholders, be received and adopted.

Second.—That an *ad-interim* Dividend, at the rate of 7½ per cent., be declared payable after sale and realization of the Teas now in course of transit, to an amount sufficient to meet payment of 15 [illegible].

Third.—That Mr. Wilson be requested to visit the Garden and to report thereon.

With a vote of thanks to the Chair, the Meeting separated.

J. H. WILLIAMSON,
Chairman.

D. S. KEMP & CO.,
WHOLESALE CHEMISTS
AND
MANUFACTURERS.
(PRIZE MEDAL, 1873.)

Price List, Wholesale and General, furnished on receipt of card.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

MEDICINE CHESTS.

"All Englishmen travel with Medicine Chests."—(*Rt. Hon'ble B. Disraeli.*)

A LARGE ASSORTMENT KEPT READY FILLED FOR THE CONVENIENCE OF TRAVELLERS AND OTHERS.

"Models of compactness."—*Indian Statesman.*

"Must be both popular and really valuable."—*Englishman.*

D. S. KEMP & Co.,
SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

EQUATORIAL
HAIR DOUCHE.

DURING the hot months succeeding the Monsoon there is nothing like the regular use of the above preparation for relieving oppressive fulness in the head, and otherwise maintaining health. The regular and constant formation of new hair is of great importance to the nervous system of the head, provided the conditions of such a process are healthy and natural, and this the use of the "Douche" ensures. It contains no Cantharides, Acetic Acid, or other injurious stimulant.

Per Bottle, Rs. 1-8 and Rs. 2-8.

D. S. KEMP & CO.
SASSOON HOUSE, BOMBAY.

CHRYSAROBINE.
(TRADE MARK.)

IS an unfailing remedy for the disease noticed in the *Bombay Gazette* of the 1st September as so prevalent just now in Bombay, and known under the various names of "*Dhobies' Itch*," "*Bombay Itch*," "*Indian Ringworm*," "*Dadnoo*," "*Gutcherrum*," "*Daurag*."

Per Phial, 8 Annas.

SOLUTION OF CHRYSAROBINE.

A convenient form of the above, less liable to irritate and more cleanly in use.

Per Phial, Re. 1.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

J. NEUBERG,
MEADOW STREET, BOMBAY.

JUST RECEIVED, PER S.S. LOMBARDY,
A FRESH SUPPLY OF
BASS' PALE ALE,
BOTTLED BY
STONE & CO.

QUARTS, in Casks of 3 dozen each	Rs. 5	12	per doz.
PINTS, do. 6 do.	„	3 12	do.
IMPERIAL PINTS, do. 4 dozen each	„	4 12	do.

GUINNESS' STOUT,
BOTTLED BY
SPARKS AND MOLINE.

QUARTS, in Casks of 3 dozen each ......Rs. 6 0 per doz.

SINGLE DOZENS AT FOUR ANNAS PER DOZ. EXTRA.

ALSO A FRESH SUPPLY OF
TH. BICHE-LATOUR'S
FAVORITE CLARETS,

QUARTS, Rs. 10 and 12 per dozen.

PINTS, „ 6 and 6 8 „

GERMAN WINES.
STILL HOCK.
QUARTS AND PINTS.

SHERRIES,
FROM BUTLER AND SONS,
HIGHLY RECOMMENDED.

FOR SPECIAL PRICE LIST APPLY TO
J. NEUBERG,
MEADOW STREET, BOMBAY.

NEW ADVERTISEMENTS.

THE FRAMJEE COWASJEE PATENT PRESS COMPANY.—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held at the Office of the Company, No. 39, Elphinstone Circle, Bombay, on WEDNESDAY, the 21st day of October, instant, when the following Special Resolutions will be proposed:—

1st.—That Clauses 105 and 106 of the Deed of Co-partnership of the Framjee Cowasjee Patent Press Company be cancelled.

2nd.—That the Framjee Cowasjee Patent Press Company be wound up voluntarily.

3rd.—That the Liquidator or Liquidators be authorized to sell, assign, and transfer to a Limited Joint Stock Company about to be formed and registered in Bombay under the Indian Companies' Act X of 1866, and to be called "The Framjee Cowasjee Spinning Weaving and Press Company, Limited," having a capital of Rs. 3,75,000 divided into 750 shares of Rs. 500 each, all the moveable and immoveable property, effects, assets, rights, credits, business, and good-will of the said Framjee Cowasjee Patent Press Company, The Framjee Cowasjee Spinning, Weaving and Press Company, Limited, undertaking the contracts, debts, and liabilities of the said Framjee Cowasjee Patent Press Company, and to receive in consideration of such sale, transfer, and assignment 300 shares of Rs. 500 each fully paid up in the said Framjee Cowasjee Spinning, Weaving, and Press Company Limited, to be distributed among the Shareholders in the said Framjee Cowasjee Patent Press Company, one of such shares to be allotted in respect of each share in the Framjee Cowasjee Patent Press Company.

4th.—That the Liquidator or Liquidators shall have all the powers given to Liquidators by section 174 of the said Act X. of 1866.

And to transact the following business:—

To appoint a Liquidator or Liquidators, and to fix his or their remuneration.

By Order of the Board of Directors,
M. R. DE QUADROS,
Chairman.

Bombay, 8th October 1874.

THE ANGLO-INDIAN
SPINNING & MANUFACTURING
COMPANY (Limited).

TO BE INCORPORATED UNDER THE COMPANIES' ACTS, 1862 AND 1867.

CAPITAL, £300,000 IN 29,985 ORDINARY SHARES OF £10 EACH, AND 150 FOUNDERS' SHARES OF £1 EACH.

To be issued in 150 Founders' Shares of £1 each, to be paid in full on allotment, and 29,985 Ordinary Shares of £10 each, of which £1 is to be paid on application, and £1 on allotment; the remainder in Calls of £1 per Share, subject to a Month's Notice.

It is proposed to allot one-third of the Ordinary Shares to India.

It is not anticipated that more than £3 per Share will be called for the first twelve months; but, if required, then in the manner above stated.

DIRECTORS:

JAMES BARLOW, Esq., (Chairman), Manufacturer, Croft House, Accrington.

JAMES SWANDELLS, Esq., Cotton Spinner, Lees, near Manchester.

SAMUEL TWEEDALE, Esq., Cotton Spinner (Mellor and Tweedale) Rochdale.

WILLIAM WALMSLEY, Esq., Cotton Manufacturer, Manchester and Oswaldtwistle.

JOHN BLACK, Esq., Merchant, Moss Bank, Whalley Range, Manchester.

ELI HARROP, Esq., Cotton Spinner, Lees, near Manchester.

BANKERS:

THE NATIONAL PROVINCIAL BANK OF ENGLAND, Manchester and London.

ORIENTAL BANK CORPORATION, Bombay.

The Indian Shares will be 100 Rupees each, 10 Rupees on application and 10 Rupees on allotment. Further calls as above stated.

A considerable portion of the shares alloted to India has already been subscribed for, and the remainder [illegible] application may [illegible] the Company, Bombay, 2, [illegible] Bazaar.

A copy of the Memorandum and Articles of Association may be seen at the Offices of Messrs. CHALK and TURNER, Solicitors, Bombay.

For further particulars see previous Advertisements.

SPECIAL NOTICE.

MESSRS. BISQUIT DUBOUCHE and Co., of Cognac, have by power of Attorney, dated August 5th, 1874, APPOINTED US their SOLE AGENTS IN BOMBAY, and authorized us to withdraw from their late Agents, Messrs. C. Bouneviálle and Co., all the unsold Stock, and collect all monies due to them.

A supply of their (B. D. & Co.'s) several Brands, both in Bottles, Flasks, and in Wood, is on the way per ALNWICK CASTLE, orders for which are now being registered on Terms to be learned at our Office.

CUTLER, PALMER, & Co.
2, Dean Lane, Bombay, Oct 7, 1874.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the *Indian Travellers' Guide*.

PRICE TWO ANNAS.

SPECIAL SHORT ADVERTISEMENTS.

BANDMASTER WANTED, by a thoroughly qualified London Musician, the Leadership of a Regimental Band in India. Apply to SOUNDY & Co.

WANTED, an EXPERIENCED STEADY MAN as HEAD READER for the Press. Apply personally with Testimonials to the Manager of this Paper.

NOTICES.

THE GOOLAM BABA SPINNING AND WEAVING COMPANY (Limited).—NOTICE.—SEALED TENDERS will be received at the Office of the above Company, at SURAT, up to 5 P.M., on SATURDAY, the 3rd October 1874, for the construction of MILL BUILDINGS.

In each Tender separate rates for Masonry Work [illegible] Materials and also [illegible] Materials should be given, except in the case of Wood Works, for which rates are to be given inclusive of Materials.

Each Tender should have the words "Tender for Mill Buildings" written on its Cover; and should accompany a deposit of Rs. 1,000.

The Directors do not bind themselves to accept the lowest or any Tender, nor to assign any reason for the rejection thereof.

Plans will be shown, and printed copies of Forms of Tender, Schedules of Quantities, Specifications, and Conditions of Contract furnished by the Undersigned, at the Office of the Company in Surat, and by NUSSERWANJEE CHANDABHOY, Esquire, Civil Engineer, 7, Hummum Street, Fort, Bombay, on payment of Rs. 1 per set.

By Order of the Board of Directors,
JAMSETJI DOSABHAI, Secretary.

Surat, Company's Office, 11th September 1874.

IN REFERENCE to the above Advertisement, it is further notified, that the TIME for RECEIVING the TENDERS has been EXTENDED from the evening of the 3rd proximo to the evening of SATURDAY, the 17th idem.

By Order,
JAMSETJI DOSABHAI, Secretary.

Surat, Company's Office, 24th September 1874.

BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PARELL ROAD.

Head Master—MR. JAMES McDONALD. } With Assistants.
Head Mistress—MRS. McDONALD. }

FORT SCHOOL—17, HORNBY ROW.

Head Master—MR. A. D. SMEATON. } With Assistants.
Head Mistress—MRS. SMEATON. }

Music Master—MR. JOSEPH SPENCER.

D. C. BOYD, } Honorary Secretaries.
D. MACPHERSON, }

Boarders (Boys and Girls) are received by Mr. and Mrs. McDonald, and by Mr. and Mrs. Smeaton.

Bombay, January, 1874.

NOTICE.—The Undermentioned BANKS will be CLOSED on TUESDAY, the 13th October, on account of DASSARA HOLIDAY:—

For the Oriental Bank Corporation,
F. W. ROBERTSON, Acting Agent.

For the Chartered Mercantile Bank of I. L. and China,
D. FINLAYSON, Agent.

For the Chartered Bank of India, Australia, and China,
J. SIMPSON, Agent.

For the Comptoir D'Escompte de Paris,
M. LANDON, Manager.

For the National Bank of India, Limited,
WM. A. BAKER, Manager.

For the Agra Bank, Limited,
W. BLACKHALL, Manager.

For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE, Agent.

Bombay, 8th October 1874.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dos Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

J. NEUBERG,
BOMBAY,
IMPORTER OF CHEROOTS, CIGARS, AND TOBACCOS.

A FRESH CONSIGNMENT OF EXCEPTIONALLY FINE
MANILLA CIGARS & CHEROOTS.

		Rs.	a.
CIGARS, No. 1 per 1,000	Rs.	90	0
CHEROOTS, No. 1 per 1,000	„	90	0
CABALLEROS, in Boxes of 125, per Box	„	17	0
VEGUEROS do. do. do.	„	18	0
"PRINCESSA" CIGARS, No. 2 per 1,000	„	45	0
"CAVITES" CIGARS, No. 2 per 1,000	„	65	0
Do. do. in Boxes of 100	„	7	0
"CAVITE ESMERADO" CIGARS per 1,000	„	85	0
Ditto ditto per Box of 200	„	18	0
Do. do. CHEROOTS Extra fine Quality per 1,000	„	80	0
"FORTIN" CIGARS, No. 2 per 1,000	„	50	0
Do. do. in Boxes of 100	„	5	8
Do. CHEROOTS No. 2, per 125	„	6	12

Mr. NEUBERG has been able to secure the importation of genuine Manilla Cigars, of the finest qualities, through experienced Agents in Manilla.

DINDIGUL CHEROOTS AND CIGARS,
OF SELECTED TOBACCO, SPECIALLY PREPARED FOR J. NEUBERG.

		Rs.	a.
No. 1	Per 1,000	25	0
No. 2	„ „	22	0
No. 3	„ „	18	0
MANILLA SHAPE	„ „	21	0
HAVANNAH SHAPE	„ „	23	0

The above are packed in Cedarwood Boxes of 100 and of 250.

THE WELL-KNOWN FAVOURITE
PONDICHERRY CHEROOTS AND CIGARS,
PREPARED UNDER SPECIAL SUPERINTENDENCE FROM THE FINEST TOBACCO.

		Rs.	a.
"INDIANA" CIGARS No. 1	Per 1,000	22	0
Do. do.	Per Box of 250	6	0
Do. do.	„ „ 100	2	8
Do. do. No. 2	per 1,000	20	0
Do. do.	Per Box 250	5	8
"LONG" CHEROOTS	per 1,000	18	0
Do. do.	Per Box of 250	5	0

TRICHINOPOLY CHEROOTS,
OF SUPERIOR QUALITY, IN EXCELLENT CONDITION.

			Rs.	a.
DAWSON'S MUSTER	No. 1	Per 1,000	15	0
Do. do.	PRIME	„	18	0
THOMPSON'S do.	do.	„	18	0
Do. do.	No. 1	„	15	0
MADURA No. 1	PRIME	„	24	0
Do. „ 2	do.	„	18	0
Do. „ 3	do.	„	15	0

LATEST IMPROVEMENT.

DAWSON'S MUSTER PRIME SELECTED.

	Rs.	a.
PACKED in Cedarwood Boxes of 100 per 1,000	20	0
Do. per Box of 100	2	4

THOMPSON'S MUSTER PRIME SELECTED,

	Rs.	a.
PACKED in Cedarwood Boxes of 100 per 1,000	20	0
Do. per Box of 100	2	4

In adopting the plan of packing the above in small Boxes, Mr. NEUBERG believes that the measure will lead considerably to their EFFECTIVE MATURING, besides reducing the waste occurring during transit, through abrasion &c., to a minimum. The attention of Mofussil Consumers is respectfully invited to the advantages which this mode of packing ensures, and the favour of Trial Orders solicited.

A PARCEL OF SPLENDID
HAVANNA SHAPED
TRICHINOPOLIES.

	Rs.	a.
"PRINCIPES" per 1,000	20	0
Do. Box of 100	2	4
REGALIAS ELEGANTE per 1,000	25	0
Do. do. Box of 100	3	0

Mr. NEUBERG has much pleasure in bringing these Brands prominently to notice, as he is confident they have only to be tried to be thoroughly appreciated.

COCONADA CHEROOTS.

		Rs.	a.
OFFICE	Per 1,000	12	0
BURMAH	„ „	13	0
BABINGTON	„ „	15	0
SEDANS	„ „	17	0
LEISURE HOURS	„ „	18	0
DOLLY VARDENS	„ „	22	0

MR. NEUBERG, being anxious to supply his Constituents with the very best Cigars at Moderate Prices, has engaged Agents in the Tobacco-growing Districts of considerable [illegible] with whose co-operation he trusts to bring the manufacture of Indian Cigars to the highest perfection susceptible.

SAMPLES OF CHEROOTS FORWARDED POST-FREE ON APPLICATION.

A LIBERAL DISCOUNT ALLOWED TO THE TRADE AND PURCHASERS OF LARGE QUANTITIES.

NOTICE TO PURCHASERS IN THE MOFUSSIL.

Orders for Manilla, Trichinopoly, and Pondicherry Cheroots and Cigars of not less than 10,000 can be executed from Bond at considerably Reduced Prices, thus saving the Bombay Octroi Duty.

TOBACCOS.

BEYNON STOCKEN & SON'S CELEBRATED TOBACCOS.

		Rs.	a.	
GOLDEN LEAF, BIRD'S EYE, in ½ lb. Tins		4	0	per lb.
SMOKING MIXTURE	ditto	5	0	
[illegible] EXCHANGE MIXTURE	ditto	5	0	
HONEY DEW VIRGINIA	ditto	5	0	

THOMAS BEAR'S TOBACCOS.

	Rs.	a.	
BIRD'S EYE in ½ lb. Tins	3	0	per lb.
SMOKING MIXTURE	3	8	„
LATAKIA	3	8	„
IMPERIAL MIXTURE	3	8	„

WILL'S BRISTOL BIRD'S EYE,
In ½ lb. Tins, Rs. 4 per lb.

COPE'S CELEBRATED RIFLE-CAKE TOBACCO,
MILD ROSE-BUD BRAND.

AMERICAN TOBACCO,
OF THE FINEST BRAND.

		Rs.	a.
SPONGE CAKE NATURAL LEAF	per lb. Rs.	3	0
GOLD LEAF HONEY DEW	„ „	2	8
CAVENDISH	„ „	1	8

CIGARETTES OF BEST TURKISH TOBACCO.

A LARGE AND VARIED ASSORTMENT OF REAL MEERSCHAUM PIPES, BY DIRECT IMPORTATION FROM VIENNA.

BRIARWOOD PIPES, OF ASSORTED PATTERNS.
ENGLISH AND FRENCH CLAY PIPES.

FOR SPECIAL PRICE LIST APPLY TO
J. NEUBERG,
MEADOW STREET, BOMBAY.

SUPERIOR ENGLISH HOSIERY.

ASQUITH AND COMPANY'S
New Stock for the Coming Season.

GENTS' COTTON SOCKS.
Double Feet and Heels.

		Cash. Rs. a.	Credit. Rs. a.
Fine Brown Cotton	Per doz.	9 8	10 8
Super do. do.	„	11 8	13 0
Fine Mixed Colours or Fancy Stripes	„	14 8	16 0
Extra Super do. do.	„	16 8	18 8
Best Fancy Stripes	„	19 8	21 0
Best Lisle Thread, plain	„	26 0	28 0
Best Balbriggan do. pure	„	29 [illegible]	32 0

For Dress Wear.

Pure Black Silk Socks	Per pair.	7 8	8 8
Best Black Silk Hose	„	11 8	13 0

GENTS' PURE MERINO SOCKS.
Soft and Shrinkless.

Plain Mixtures (Greys)	Per doz.	15 8	17 8
Superfine Drab or Fawn	„	17 8	19 8
Drab Fancy Stripes	„	18 8	21 0
Extra Super, assorted shades; a thin comfortable sock	„	21 0	24 0
Stout Merino, Plain Colours, for Sportsmen	„	17 8	19 8

Knickerbockers.

Best Ribbed Merino, Plain Colors, a special article	Per pair.	4 12	5 12
Cotton Bathing Drawers	„	2 0	2 4

GENTS' DRAWERS AND PANTS.

Fine Brown Dressed Cotton Pants, Six for		24 0	27 0
Super Brown Cotton Trunk Drawers, fitting closely above the knee		27 0	31 0
Fine Summer Merino Pants, medium substance		36 0	42 0
Super Do. fitted with Belt Bands, Double Wove Seats for Riding		42 0	48 0
Stout Grey Shetland Merino Pants		31 0	37 0
Bathing Drawers, Fancy Striped Cotton, per pair		2 0	2 4

Gents' Banians or Under Vests.

Fine Gauze Merino Banians	Six for	14 0	16 0
Superfine Saxony	„	19 0	21 0
Best Super, Manufactured to Asquith & Co.'s Special Order, of the best Merino, Shrinkless	„	25 0	28 0
Summer Merino, a Vest of medium Substance	„	31 0	35 0
Real India Gauze, warranted half silk, the most comfortable and durable Under Vest made	„	35 0	40 0

A. & Co.'s CELEBRATED SLEEPING KIT.

Oxford Cloth, shrinkless, cool, and absorbing; the genuine material	10 0	11 8
Tana Cloth, equal to the best Spun Silk for comfort, at half the price	10 0	11 8
Best Printed Cambric, neat Striped patterns	6 8	7 8
Fine Printed Flannel, all Colours	17 0	19 0
Best Wove Flannel, thoroughly shrunk, Plain or Striped Patterns. These form a most comfortable Lounge Suit for early morning wear	17 0	19 0
Best Silk and Wool, a most valuable material for those who cannot wear Flannel, offering all the protection	17 8	19 8
Spun Silk, the best made printed in all Colours, a large choice of the latest patterns for selection	23 0	26 0

THE OVERLAND KIT WAREHOUSE,
23 & 24, APOLLO STREET, BOMBAY.

BADHAM AND COMPANY'S
SPECIAL KIT
for
OVERLAND PASSENGERS AND TRAVELLERS,
READY FOR IMMEDIATE USE.
CASH PRICES.

	Rs. a.		Rs. a.		Rs. a.		Rs. a.
Deck Suits 10 to 16	8	Travelling Hats	3 8	Air Pillows	5 0	Tooth Brush Guards	0 12
Overland	25 0	Cardigan Jackets very warm	9 8	Travelling Do.	1 8	Tooth Brushes	0 8
Warm	30 0	Sheets per pair	9 8	English Feather	7 8	Nail Do.	0 11
Overcoats and Inverness Capes from	35 0	Pillow Cases each	1 4	Do. Horse Hair	7 8	Hair Brushes and Combs in Russia case	9 8
Dressing Gowns 9 to	26 0	Portmanteaus	12 8	Cork Mattresses	19 8	Blankets each	10 8
Pyjamas	3 0	or	to	Rug Straps	1 8	Long Rugs or Scotch Mauds from to	15 0
Oxford Shirts	6 0	Overland Trunks	23 0	Waterproof Coats	10 0	Resais or Quilt 7-8 to	12 8
White do.	4 8	Solid Leather	32 0	Linen Faced Collars, doz.	0 12	Best [illegible] Overland Chairs from 7-8 to	12 8
Fest Shrunk Flannel	5 8	Extra Large	75 0	Linen		Umbrellas with cover	9 0
Silk and Wool	8 8	Black Hide Bags	11 8	Cambric Handkerchiefs	5 0	Warm Gloves	1 14
Printed Cambric Shirts 4 to	4 8	Extra Large	24 0	Cotton Socks	11 4	Do. Mitts	1 8
Spun Silk Shirts	11 0	Cash Box	6 12	Warm do.	15 8	Do. Slippers	2 12
Under Vests 5 to	8 0	Courier Bags	4 8	Bathing Drawers each	2 0	Tin [illegible]	6 12
Do. Pants 8 to	8 0	Money Belt	4 8	Sponge Bags	2 0	Sailor's Knot Igem	1 8
Travelling Caps	3 8	Soiled Linen Bags	4 12	Sponges	2 0		
		Tiffin Baskets fitted 17 to	21 0	Soap Boxes	1 8		

Folding District or Croquet Chairs with fancy Carpet Seats, Rs. 9-8.

A LARGE STOCK OF READY-MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY.

23, RAMPART ROW. BOMBAY.

NOTICES.

DESCHAMPS AND CO.,
(MADRAS AND BOMBAY),
CABINET & BILLIARD-TABLE MAKERS,
CARRIAGE BUILDERS,
AND
GENERAL MANUFACTURERS,
NEXT TO KEMP & CO.'S,
BOMBAY,

HAVE added to their business, CARRIAGE BUILDING of EVERY DESCRIPTION of the BEST MAKE, combining Elegance of Design, Superior Finish, and lightness of Construction.

BROUGHAMS, with 2 and 4 Seats, for one or a pair of Horses.

TILBURYS, very light Evening Carriages, 4 Seats, for 1 and 2 Horses.

PALANKEEN COACHES, with Venetians and Glass all round, comfortable for 4 persons, and well suited for Indian Climate.

MAIL PHAETON and WAGGONETTES, for 4 to 8 persons, with Patent Revolving Back Seats.

DOG CARTS, 4 and 2 Wheels, with or without Tops, American and London Patterns.

PONEY PARK, VICTORIA and BASKET PHAETONS, very light, for 2 and 4 persons, for 1 or a pair of Ponies or a Horse.

CANOE BAROUCHES, newest pattern, received from London, Paris and Vienna; handsome Carriages for a pair of Horses.

STATE CARRIAGES, with gilt and plated mountings, lined with the richest Silk and Damask.

BREAKS, MAIL COACHES, and other CARRIAGES made to order.

BILLIARD TABLES—Full size, 12 by 6 feet, with adjusting screw-legs, slate or marble tops, Thurston's Rubber Cushions, 3 Billiard Balls, Cues and Stand, Marking Board and Rule of the Game. Rs. 1,600.

BILLIARD CLOTH—18, 20, and 22 Rs. per yard.

Sets of Billiard Balls, 2 1-16 inch club size, Rs. 25, also 2½ inch Rs. 34, and 2 inch Rs. 22.

Pyramid Balls, per set of 16, Rs. 110. Pool Balls, per Set of 12, Rs. 90, in box.

Cue Stands for Billiards, Square or [illegible] Rs. 3, Half [illegible] each.

[illegible] Rs. 1. Cue Tips 12 as. per dozen.

Cue Tip Fasteners, Rs. 5. Cue Tip Cutters, Rs. 4.

Billiard Chalk, Rs. 1-8 per Dozen.

Spare Slates, Spirit Levels, &c., &c.

BAGATELLE BOARDS—Improved pattern with rubber cushion; Pockets, Screw Legs for levelling, size 10 by 3 feet, 3 inches, Rs. 250.

Ditto, from 104 to 230 Rupees, according to size and materials used.

CROQUET SETS—Made particularly for Indian Climate, club size, Rs. 35. Cavendish, Rs. 15.

MARBLE PAVEMENTS—1 Foot Square, white and black.

MINTON'S PAVEMENTS—7 inch squares of various handsome Patterns with borders, Rs. 2-8 per square foot.

ICE MACHINES—2 and 4 Decanters, new model, acting as a camp, give 2, 3 and 4 decanters of Ice Water in less than 3 minutes, and cannot get out of order; give also, 2 large lumps of Ice.

Pier Glasses in rich gilt frames, all sizes, from 5 feet to 13 feet.

Carpetting and Borders, recently received, very handsome and new patterns.

ESTIMATE AND ILLUSTRATED CATALOGUE FORWARDED.

ANGLO-INDIAN SPINNING MANUFACTURING COMPANY (Limited).—TENDERS of BUILDING SITES suitable for the ERECTION of COTTON MILLS are invited by the above Company. Area about thirty thousand square yards. Address to Offices of the Company, No. 3, Parsee Bazaar Street.

THE OOMRAWUTTEE COTTON MILLS (Limited).—NOTICE is hereby given, that a FIRST CALL of Rupees Two Hundred and Fifty (250) per Share, on the Shares of the above Company, has THIS DAY been made, and is payable at Messrs. Volkart Brothers, No. 4, Rampart Row, on or before MONDAY, the 26th instant.

By Order of the Board of Directors,
GAWASJEE JEHANGEER JUSSAWALLA,
Agent.

Bombay, 6th October 1874.

FORT PRESS COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be HELD at the Registered Office of the Company, No. 3, Church Lane, Fort, on TUESDAY, the 13th instant, at 3 o'clock P.M., for the purpose of declaring an INTERIM DIVIDEND.

The TRANSFER BOOKS of the COMPANY will be CLOSED from MONDAY, the 5th instant, until TUESDAY, the 13th, both days inclusive.

By Order of the Directors,
EWART LATHAM, & Co.,
Secretaries and Treasurers.

Bombay, 3rd October 1874.

THE PRINCE OF WALES SPINNING AND WEAVING COMPANY (Limited).—NOTICE.—At a MEETING of DIRECTORS held THIS DAY, it was resolved that in place of the FULL CALL of Rs. 500 per Share being MADE PAYABLE at the New Bank of Bombay (Limited) on the 21st instant, only Rs. 250 will be payable on that date, and the remaining Rs. 250 of the above Call will be payable at the New Bank of Bombay on the 21st day of December next.

By Order of the Board of Directors,
[illegible]
KHOOSALL GHELLABHOY & Co.,
Secretaries, Treasurers, and Agents.

Bombay, 7th October 1874.

THE NICOL PRESS AND MANUFACTURING COMPANY (Limited).—NOTICE is hereby given, that an ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, No. 31, Elphinstone Circle, Bombay, on TUESDAY, the 13th day of October 1874, at 4 P.M., for the purpose of transacting the following business:—

1st. To receive and adopt the Directors' Report and the Audited Balance Sheet made up to 30th June 1874.

2nd. To appoint an Auditor or Auditors, and to fix his or their remuneration.

By Order of the Board of Directors,
W. NICOL & Co.,
Secretaries and Treasurers.

Elphinstone Circle, Bombay, 29th September 1874.

N. B.—The SHARE TRANSFER BOOKS will be CLOSED from 29th INSTANT to 13th PROXIMO (both days inclusive).

THE EAST INDIA PRESS COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held on TUESDAY, the 3rd November next, at 3 P.M., at the Registered Office of the Company, No. 3, Church Lane, for the purpose of confirming the Special Resolutions for the Voluntary Winding of the Company, passed at an Extraordinary General Meeting of the Shareholders of the Company held on the 26th September last.

By Order of the Directors,
[illegible]
MOOLJEE JAITHA & Co.,
Secretaries and Treasurers.

Bombay, 2nd October 1874.

NOTICE.—THE ALLIANCE SPINNING COMPANY, Limited.—An EXTRAORDINARY GENERAL MEETING of the Shareholders of the Alliance Spinning Company, Limited, will be held at the OFFICE of the Agents, No. 1 Nesbit Lane, Fort, on TUESDAY the Thirteenth day of October 1874, at [illegible] P.M. for the purpose of considering and passing the following Special Resolutions, viz.:—

1st. That the Alliance Spinning Company, Limited, be wound up voluntarily.

2nd. That a Liquidator or Liquidators be empowered to sell, assign, and transfer to the Alliance Spinning and Weaving Company, Limited, all the moveable and immoveable property, effects, assets, rights, credits, business and good will of the said Alliance Spinning Company, Limited, the Alliance Spinning and Weaving Company, Limited, undertaking the contracts, debts, and liabilities of the said Alliance Spinning Company, Limited, and to receive in consideration of such sale, transfer and assignment, 500 Shares of Rupees 2,500 each fully paid up in the said Alliance Spinning and Weaving Company, Limited, to be distributed among the Shareholders in the said Alliance Spinning and Weaving Company, Limited, in the proportion of one share for each share [illegible] by them in the said Alliance Spinning Company, Limited.

3rd. That the Liquidator or Liquidators have all the powers given to Liquidators by Section 174 of Act X. of 1866.

And to transact the following business, viz.:—

To appoint a Liquidator or Liquidators and to fix his or their remuneration.

By Order of the Board of Directors,
TAPIDASS VURJDASS & Co., Agents.

Bombay, 6th October 1874.

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COMMERCIAL INTELLIGENCE.

SATURDAY EVENING, 10th October, 1874.

The Liverpool Cotton Market has again lost all appearance of activity, Reuter's report both for yesterday and to-day being quiet but unchanged, sales 12,000 bales. Surats are particularly quiet only 2,000 bales being put down as to-day's business. The changed aspect of affairs is doubtless due to the heavy American receipts, which reach a total for the week of 97,000 bales, against only 38,000 last year and 78,000 in 1872, while the exports to Great Britain are also heavy, 17,000 bales, as against 8,000 in the corresponding week last year. The stocks at the ports have run up to 217,000 from 150,000 a week ago.

The official report on the week's business says that "Surats have been in very active demand and abundantly offered," the week's takings, by the trade and for export, being 27,000 bales, a larger quantity than has been recorded for some months back, but the imports are still more than equal to the demand and the stock has increased by 17,000 bales since Friday last.

The following is a comparison of the visible supply of Cotton in and afloat for the U. K. on the 9th instant, with last week and the corresponding date in 1873:—

	1874.	Last week.	1873.
Stock in Liverpool	690,000	720,000	593,350
„ London	114,500	110,125	205,850
American afloat	30,000	20,000	29,000
East Indian „	190,000	220,000	155,000
	1,024,500	1,080,125	983,200
	d.	d.	d.
Price of Mid Orleans	8½	8½	9 3/8
„ Fair Dhollera	5 5/16	5 9/16	6 1/16
Difference	3 1/16	3 1/16	3 5/16

Piece Goods in Manchester yesterday were steady but less active, prices being unchanged except for 40s. Mule Twist, which is quoted at 1s. 0½d., a decline apparently of 1½d. per lb, but the correctness of the quotation is questionable. The statement of shipments of Goods and Yarns to India during the month of September shows heavy supplies both for Bombay and Calcutta of all descriptions, but specially of Grey Goods and Yarns.

The General Produce Markets are apparently unaltered.

A further payment of £80,000 into the Bank of England is advised in yesterday's message, which goes to confirm the previous reports of easier money. Consols are still quoted at 92½; French Rentes at 99¼, a decline of ¼; Bar Silver at 57 11/16d. per oz.

Sterling Exchanges to-day has been somewhat contradictory in tendency, Bank Bills being slightly against remitters, whilst the Banks' buying rates are if anything a shade the other way. For this mail there has not been much done, the limited extent of export business at the moment bringing but a small amount of paper on the market, but some further sales for future delivery have been made at previous rates. To-day's quotations are:—

Bank Bills, on demand	1s. 10 1-32d.	per rupee
Do. 6 months' sight	1s. 10 5-16d. to [illegible]	
Credits, 3 „	1s. 10 5-16d.	
Do. 6 „	1s. 10½d.	
Documents, 3 „	1s. 10 [illegible]	
Do. 6 „	1s. 10 9-16d.	

Rates on Calcutta are unaltered, and Government Paper is also unchanged, say:—Fours Rs. 103½; Fours and half Rs. 104½; Fives and half Rs. 109½ to ⅝.

The Share Market has been closed to-day.

In Cotton we have not heard of any transactions of importance, and rates are nominally unaltered both for ready stuff and new crop future delivery.

Freights are quiet at £2-2-6 by steamer.

Piece Goods have been but sparingly dealt in, the dealers having made a holiday of to-day owing to the eclipse. Prices are nominally unaltered.

BANK OF BENGAL.

The following is the statement of the affairs of the Bank of Bengal for the week ending 6th October, as compared with that for 22nd September:—

	29th Sept.			6th Oct.		
Liabilities.	Rs.	A.	P.	Rs.	A.	P.
Capital	2,00,00,000	0	0	2,00,00,000	0	0
Reserve Fund	16,06,017	7	5	16,06,817	7	6
Treasury Balance	3,83,03,461	10	5	3,72,64,987	10	3
Total Deposits	2,92,70,45[illegible]	13	0	2,06,13,[illegible]	0	[illegible]
Bank Post Bills, &c.	8,36,582	8	6	2,[illegible]	7	9
Sundries	6,71,478	8	6	8,[illegible]	5	8
Rs.	9,21,92,667	0	2	[illegible]		4
Assets.	Rs.	A.	P.	Rs.	A.	P.
Government Securities	1,87,91,451	4	0	2,05,48,[illegible]	5	9
London Govt. Securities	92,96,760	11	5	88,97,[illegible]		5
Credits on ditto	45,80,000	0	1	[illegible]		
Bills discounted	1,79,46,5[illegible]	1	11	1,53,79,9[illegible]	7	8
Dead Stock	10,76,113	10	3	10,7[illegible]	15	7
Stamps	11,246	[illegible]	6	11,214	5	6
Balances with other Banks	6,58,351	10	2	4,7[illegible]	5	2
Sundries	41,456	15	5	42,337	4	2
Bullion	2,07,631	0	5	4,99,[illegible]	0	11
Cash at Head Office	1,91,78,241	2	2	3,27,15,415	15	[illegible]
Do. at Branches	2,02,25,461	1	6	3,16,52,[illegible]	0	11
Rs.	9,21,92,667	0	2	8,[illegible]	0	4

SHIPPING INTELLIGENCE.

The B. I. S. N. Co.'s s.s. Ethiopia, 1,314 tons, Captain J. H. Atkinson, sailed on Saturday last for Coast and Calcutta with a general cargo and the following passengers:—For Tuticorin.—Mr. Boyle. For different ports.—Five deck passengers.

The s. s. Colombo, with the following passengers from Calcutta arrived in Madras roads on Thursday:—For London.—Mrs. Parington, three children and ayah, Mrs. Walker and three children, Messrs. A. G. Filey, E. Granville, and W. Newcombe. She left the same evening with the following passengers from Madras:—For Suez.—Colonel and Mrs. [illegible], four children and European nurse, and Miss Fatewell. For London.—Mrs. Antoniadi, Mr. and Master Sadler, and Mr. Flavel.

The s. s. Pernambuco, 643 tons, Captain W. Hyde arrived in harbour on the 10th instant from Liverpool (5th September) via the Canal, with a cargo of 857 packages cotton, 2 cases stationery, 1 case ink, 65 packages twist, 1 case flannel, 2 cases cutlery, 45 packages woollens, 103 iron plates, 18 packages goods, 112 packages yarn, 1 package sample, 2 iron boilers, 3 packages fittings, 50 iron beams, 3 iron wheels, 76 packages machinery, 4 cases provisions, 2 cases whiskey, 6 packages personal effects, 1 case bacon, 750 bundles [illegible] iron, 5 cases [illegible] cloth, 1 case drapery, 2 cases nets, 19 cases tin plates, 1 case saws, 4 packages iron chains, 600 bundles hoop iron, 175 boiler plates, 142 packages iron, 1 case plate goods, 96 packages augers, 1 packages paints, 1,358 bars and 543 bundles bar iron, 34 packages soda, 54 packages boards, 7 packages glass ware, 15 casks lead pipe, 2 packages hosiery, 3 cases umbrellas, 8 cases linens, 2 hogsheads wine, 1 case labels, 300 casks alum, 22 cases wine and spirits, 2 hogsheads brandy, 1 case corks, 2,080 packages hoop iron, 7 packages hardware, and packages merchandise, and some packages for transhipment for Cochin. The vessel is consigned to Messrs. W. and A. Graham and Co.

ARRIVAL.

Oct.	Vessel.	Commander.	From.
10	Pernambuco (s)	Hyde	Liverpool, Sept 5.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
10	Turkish Empire	Whitmore	Madras.
	Vicksburg	Webster	Rangoon.
	Sappho	Hughes	London via Tuticorin.
	Ethiopia (s)	Atkinson	Coast and Calcutta.

The following vessels were entered out for loading on Saturday last:—

Steamer Geelong, to China, &c.
Steamer Nubia, to Australia, &c.

CALCUTTA.

ARRIVALS.

Oct.			
6	Callirhoe	Irvin	Bombay, Sept 4.
7	[illegible]	Kennedy	Liverpool, June 1[illegible]
	[illegible]	Lowe	Melbourne, Aug 5.

DEPARTURE.

Oct.			
6	West Ride	[illegible]	[illegible]
	Night Hawk	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]
7	Morgana (s)	[illegible]	[illegible]

MADRAS.

ARRIVALS.

Oct.			
7	Africa (s)		Calcutta
8	Colombo (s)		Calcutta.

DEPARTURE.

Oct.			
8	Africa (s)		Bombay.

DAILY EXPORTS.—October 10.

For Liverpool.

Lombardy s. 7 bales wool, Rembally Alliruza; 25 bales wool, Jaitha Purshtum, 109 bales cotton, Campbell, Mitchell and Co; 80 bales cotton, Finlay, Scott and Co; 76 bales cotton, Khesyram Saluckram.

For London.

Lombardy s. 7 cwts cardamoms, Hajee Metha Casum; 1 box gold coins, value of Rs. 44,900, The C. M. Bank of I. L. China; 1 case chudders and 1 bale carpets, R. H. Southern and Co; 24 bundles E. teeth, Gaisabhoy Peerbhoy; 10 bales E. teeth, Mamedjee Adamjee; 2 bales hides, Hajee Suckoor Hajee Abdoola.

For Marseilles.

Hydaspes s. 2,000 cwts wheat, Finlay, Scott and Co; 5,250½ cwts. teel seed, Ewart, Latham and Co.

For Trieste.

Memfi s. 450 bales cotton, E. Spinner and Co; 100 bales cotton, G. Sigg and Co.

WEATHER REPORTS.

Calcutta, 11th October, 4 p.m.—Weather cloudy, wind north, thermometer 84.

[illegible], 11th October, 10 a.m.—Weather fine, wind variable, thermometer 81, barometer 29·[illegible], rainfall 2 cents.

Masulipatam, 11th October, 10 a.m.—Weather cloudy, wind south—sea to south-west, thermometer maximum 85, minimum 75, wet bulb 80, barometer 29·71.

Vizagapatam, 11th October, 5 p.m.—Weather cloudy, wind south-west, thermometer 83.

MILITARY INTELLIGENCE.

ARRIVALS—October 6.

Heron, Lieutenant, 3rd Regiment Light Infantry, on leave, from Poona.

October 8.

Kuhn, Colonel, 28th Light Infantry, on duty, from Poona.

October 9.

Saunders, Surgeon, [illegible] Medical Department, on leave, from Nusseerabad.
Davis, Lieutenant-Colonel, General duty, on duty, from Baroda.
Mackenzie, Lieutenant, [illegible] Regiment Native Light Infantry, on duty from Ahmedabad.
Blackburn, Major, 22nd Regiment Native Infantry, on duty, from Baroda.
Hough, Major-General, Staff Corps, from [illegible].
Fox, Lieutenant, 8th Regiment, on leave, from Mount Aboo.
[illegible], Colonel, [illegible] Regiment, on duty, from Poona.

DEPARTURES—October 9.

Kirby, Brigadier General, Commissary Sind Division, on duty, to Kurrachee.

October 10.

Stoddart, Colonel, Madras 31st Light Infantry, to rejoin, to Raipur.
Cochrane, Lieutenant-Colonel, 7th Royal Fusiliers, on duty, to Khundwa.
McMillan, Captain, Madras Staff Corps, to rejoin, to Nagode.

BENGAL GOVERNMENT ORDERS.

By the Lieut-Governor of Bengal.

(Calcutta Gazette, Oct. 7.)

The services of Capt H M L Hutchinson, of the 14th Foot, are replaced at the disposal of the Govt of India, in the Military Dept.

Mr F W V Peterson is appointed to act as Joint Mag and Depy Colr of Jessore in the first grade.

Mr Alfred Augustus Wace, Asst Mag and Collr, in charge of the Tajpore Sub-division, is allowed leave for forty days.

Mr Alfred Humber Haggard, Asst Mag and Collr is appointed to have charge of Tajpore Sub-Division during the absence on leave of Mr A A Wace, or until further orders.

Mr John Ward, Joint-Mag and Depy Colr, Rajshahye, is allowed leave for one month.

The following officers are appointed to act as Joint-Mag and Dept Colrs of the second Grade, viz:—

Mr Alfred Augustus Wace, Asst Mag and Colr, Tajpore; Mr William Fiddian, Asst Mag and Colr, Chumparun; and Mr George Goodair Dey, Asst Mag and Colr, Sarun.

Mr J J Mendes, Actg Depy Mag and Depy Colr at Soopool, in Bhagulpore, is appointed to be Sub-Depy Col of the first grade in Nuddea.

Mr E McLaren Smith, on duty as an Actg Depy Mag and Depy Colr in Bhagulpore, is appointed to be Sub-Depy Colr at Rajmahal.

Mr J Rivett-Carnac is appointed to aid as an Asst Comr of the third grade, and posted to the Sudder Station of Lohardugga, in Chota Nagpore.

Mr J Scobell Armstrong, Offg Joint-Mag and Depy Colr, Buxar, is allowed furlough for a period of two years, together with subsidiary leave for a period not exceeding thirty days from the 15th instant.

Mr F J G Campbell, actg Joint-Mag and Depy Colr, is appointed to have charge of the Jamooe Sub-division.

Mr M [illegible], Asst Mag and Colr, Dinagepore, is transferred to Monghyr.

Mr E J Barton is appointed to act as Mag and Col of Backergunge during the absence on duty of Mr H Beveridge, or until further orders.

Mr C F Magrath is appointed to act until further orders as Mag and Colr of Bograh.

Mr John Geoghegan, Actg Secy to the Board of Revenue, is allowed special leave for six months.

Mr W H Smith, Extra Asst Comr of Doomka, is appointed to be Asst Settlement Officer for the Sonthal Pergunnahs.

Mr G I Manson, Extra Asst Comr, is posted to Doomka in the Sonthal Pergunnahs.

Mr T M Kirkwood is appointed to act until further orders as Mag and Collr of Chittagong.

Under the special sanction of H M's Secy of State for India, the furlough for one year granted to Mr Alexander Mackenzie, c. s., Junior Secy to the Govt of Bengal, is commuted to furlough for eighteen months.

Mr John Tweedie, Offg Second Additional Judge, 24-Pergunnahs and Hooghly, is appointed to act as Additional Judge of Chittagong, Dacca, Backergunge, and Tipperah, until further orders.

Mr E H [illegible], Actg Joint Mag and Depy Collr, Burdwan, is allowed furlough for two years, together with the usual subsidiary leave, with effect from the 20th Oct 1874.

Mr Edward M Han Showers, Asst Supt of Police, on special duty at Durbhunga, is appointed to act as Dist Supt of Police, on special duty at Durbhunga, is appointed to act as Dist Supt of Police in the Chittagong Hill Tracts until further orders.

Mr C P Gouldsbury, Asst Supt of Police, on special relief duty in Purneah, is transferred to Dacca.

Mr J W R Dalrymple Clark, Actg Asst Supt of Police, Julpigoorie, is confirmed in the third grade.

Mr John Briscoe Birch, Actg Dist Supt of Police in the Sonthal Pergunnahs, is appointed to act as Dist Supt of Police, Pubna, until further orders.

Mr Hector Munro, Asst Supt of Police, on special relief duty at Bhagulpore, is appointed to act as Dist Supt of Police in the Sonthal Pergunnah until further orders.

Mr R F Gates is appointed to act as an Asst Supt of Police, and is posted to Backergunge.

Surgn Robert Andrews King Holmes, on special duty in Tirhoot, is appointed to act until further orders as Civil Surgn of Rajshahye.

Mr E Hand, Asst Sub-Depy Opium Agent, Gondah, is allowed leave for one month.

Mr J [illegible], Asst Sub-Depy Opium Agent of Shahabad, is allowed leave of absence for one month.

Mr R C McKenzie, Ex Engr, Fourth Grade, P W Dept. Bengal, is allowed two years' leave to Europe on medical certificate.

Mr McKenzie is also allowed preparatory leave for thirty days from the 7th Sept 1874.

Mr [illegible] Beatty, Asst Engr, Second Grade, assumed charge of the [illegible] and Maldah districts on the 19th Sept 1874, before noon.

Mr C S Bickers, Asst Engr, [illegible] Grade, joined the North Bhagulpore Special Division on the 17th Sept [illegible] fore noon.

Mr C W Hope, Ex Engr, Third Grade, received charge of the Eastern Soane Division on the 25th ultimo from Maj J M N [illegible], an Ex Engr, First Grade, whose services have been placed at the disposal of the Govt of India from that date.

Mr [illegible], Ex Engr, Third Grade, joined the Gunduck Survey Division on the forenoon of the 24th ultimo.

NORTH-WESTERN PROVINCES ORDERS.

By the Lieut-Governor.

(North-Western Provinces Gazette, Oct. 10.)

The undermentioned Officers have been granted leave of absence:—

Capt D J Chalmers, Cant Mag Jhansi, privilege leave for 30 days, with effect from the 16th Sept 1874.

Mr F S Elliot, Offg Mag and Colr, Basti, two years' furlough, together with the usual subsidiary leave, with effect from the 10th Oct 1874.

Surgn-Maj W Watson, Supt of Vaccination Allahabad and Jhansi Divisions, three months' privilege leave with effect from the 13th Nov, 1874.

Mr A Robinson, Offg Joint Mag and [illegible], Goruckpur, two weeks leave, with effect from the [illegible] Dec, 1874, to enable him to attend the examination in Oriental languages to be held in Calcutta in Dec 1874.

Mr C W [illegible], Offg Mag and Colr, Meerut, nine days' privilege leave with effect from the [illegible] 1874.

Mr C [illegible], Offg Joint Mag and Depy Colr Moradabad, fifteen days privilege leave with effect from the 21st Sept 1874.

His Honor the Lieutenant-Governor has been pleased to make the following appointments:—

[illegible] Cant Mag, Bareilly, to be Mag of the [illegible].

[illegible] W [illegible], Offg Extra Asst Comr, 1st class to officiate as Cant Mag, Jhansi, in addition to his other duties, during the absence on leave of Capt J Chalmers, or until further orders.

[illegible], Joint Mag, to officiate as Mag and Colr of Basti, as a temporary measure, vice Mr F E Elliot.

[illegible] Sanderson to be a Cant Magt of the 1st class, vice [illegible] retired.

[illegible] G W [illegible], whose services have been placed at the disposal of this Govt by the Govt of India, Military Dept, to be a Cant Mag of the 2nd class, and to officiate as Cant Mag of the 1st class, [illegible], during the absence of Maj Sanderson, or until further orders.

Surg E B Rattledge, at present in medical charge of the Settlement of Narora, on the Lower Ganges Canal, Zila Bulandshahr, to officiate as Supt of Vaccination Allahabad and Jhansi Divisions, during the absence on leave of Surg maj W Watson, or until further orders.

His Honor the Lieutenant-Governor has been pleased to make the following promotions:—

From 1st Aug 1874, the date on which Mr E Montagu took charge of the office of Mag and Colr, Aligarh—Mr E F Harkness, Offg Joint Mag, 2nd grade, to officiate as Joint Mag 1st grade; Mr W Holmes, Asst Mag, to officiate as Joint Mag, 2nd grade.

From 12th Aug, 1874, the date on which Mr G E Knox took charge of the office of Mag and Colr, Banda—Mr A Robinson, Offg Joint Mag, 2nd grade, to officiate as Joint Mag, 1st grade; Mr F Pollen, Asst Mag, to officiate as Joint Mag, 2nd grade.

From 11th Aug, 1874, the date on which Mr D M Gardner took charge of the office of Mag and Colr, Azamgarh—Mr R Evans, Offg Joint Mag, 2nd grade, to officiate as Joint Mag, 1st grade; Mr J L Denniston, Asst Mag to officiate as Joint Mag, 2nd grade.

From 17th Aug, 1874, the date on which Mr J Kennedy went on privilege leave—Mr E White, Offg Joint Mag, 2nd grade to officiate as Joint Mag, 1st grade; Mr F H Fisher, Asst Mag to officiate as Joint Mag 2nd grade.

From 24th Aug 1874, the date on which Mr W R Burkitt took charge of the office of Mag and Colr, Muzaffarnagar—Mr J A [illegible], Offg Joint Mag 2nd grade to officiate as Joint Mag 1st grade; Mr F S Bullock Asst Mag to officiate as Joint Mag 2nd grade.

From 25th Aug 1874 the date on which Mr W M Tidy took charge of the office of Mag and Colr, Saharanpur—Mr D T Roberts Offg Joint Mag 2nd grade to officiate as Joint Mag 1st grade; Mr V A Smith, Asst Mag and Colr to officiate as joint Mag 2nd grade.

Mr W Smart, Asst Engr, 1st grade, passed the Lower Standard Examination in Hindustani on the 7th Sept 1874.

Mr M [illegible], Asst Engr, [illegible] Asst to the Supg Engr, 4th Circle, Irrigation Works, N W Provinces, is granted privilege leave [illegible] one month.

Mr W Thatcher, Executive Engr Bhognipur Division, Lower Ganges Canal, is transferred from the 4th to the 1st Circle of Irrigation Works, N W Provinces, for employment on special drainage works from the date on which he may be relieved of his present duty.

Capt R P Tickell, RE, Ex Engr, on furlough, is posted to the Bhognipur Division, Lower Ganges Canal.

In anticipation of the approval of the Govt of India, His Honor the Lieut Govr of the N W Provinces is pleased to appoint Mr C C Anderson and Maj W Jeffreys, R. E. Supg Engrs of the 2nd and 4th Circles of Irrigation in the N W Provinces, to be Depy Secretaries to Govt in the Irrigation branch of the P W Dept.

The head-quarters of these officers will for the future be at the seat of Government.

The duties of the Supt of Works in Bundelkhand are transferred to the Superintending Engineer, 2nd circle, from this date.

OVERLAND SUMMARY OF THE BOMBAY GAZETTE,

WITH SUPPLEMENT

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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  [illegible]
  [illegible]

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, the announcement must be authenticated.]

EUROPE.

BIRTH.

FORBES—At 7 Belgrave Road, St. John's Wood, London, the wife of Major J. F. Forbes, 2nd Regiment Sind Horse, of a son.

BOMBAY.

BIRTHS.

ASHDOWN—October 6th, at Dhorajee, Kattywar, the wife of Perronet G. Ashdown, of a son.

LA TOUCHE—October 7th, at Kaira, the wife of Major W. La Touche, of a son.

DEATH.

BIRKBECK—September 25th, at sea, on board the Gwalior, F [illegible] Birkbeck, B. A., C.S.

OTHER PRESIDENCIES.

BIRTHS.

HOOPER—October 2nd, at Murree, the wife of the Rev. W Hooper, of a son.

PRETTEJOHN—October 8th, at Manor House, Bangalore, the wife of Col. Prettejohn, 18th Hussars, of a son.

SCHLUNK—October 6th, at Calicut, the wife of A. F. Schlunk, of a son.

MARRIAGE.

GALLOWAY—DURHAM—October 3rd, at St. Stephen's Church, Kidderpore, by the Rev. Francis R. Michell, M. A., Chaplain, assisted by the Revd. H. Finter, M. A., Lt-Col George Archibald Galloway, Bengal Cavalry, to Annabella Eliza Francis, third surviving daughter of William Durham, Esq., of 20, Garden Reach, Calcutta, and late of Lee, Kent.

DEATH.

ANDERSON—October 7th, at Madras, Mrs. Elizabeth Anderson, aged 61 years.

All Money Orders, Cheques, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

MONDAY, OCTOBER 12, 1874.

The proposal to organize a corps of Mounted Infantry as a separate branch of the British army has not previously been discussed with anything like that fulness and thorough practical knowledge of the subject with which Captain Hogg, of the Poona Horse, has treated it in a pamphlet just issued from the press.* Sir Henry Havelock published some time ago the details of a scheme of which it is sufficient to say that, as every second man of the Mounted Infantry would have been required to hold a comrade's horse in action, the number of men available for fighting on foot would have been so small as to destroy in great measure the military value of the new arm. Colonel George Chesney, in his recent lecture on the *English Genius* and army organisation, spoke with patriotic enthusiasm of the probable "effect of "30,000 or 40,000 British Knights,—horsemen "fit to act together, or fit to act alone,—men "able to ride across country, across any country, "—in Europe, riding to and fro in rear of an "army, intercepting its communications, cutting off its supplies, destroying its reserve, "ammunition, and material, creating confusion "and panic far and wide." But the Colonel did not attempt to show how this force of Mounted Infantry should be organized; and the special merit of Captain Hogg's essay is that the writer not only insists upon the special value of Mounted Infantry but shows how the arm on which he thinks the fate of a campaign would depend can be created and kept in good working order.

In the first part of his essay Captain Hogg defines the purpose of Mounted Infantry to be that of enabling a general "to place a body of "men who can fight on foot suddenly on an "enemy's flank, or to detach them to seize with "rapidity an important position;" and he then goes on to describe his plan for organising a force which shall combine the qualifications of Infantry and Cavalry, and be able to fight equally well on foot and on horseback. This plan, he further maintains, can be carried out without causing any increase in the military expenditure of the State. The programme is a bold one, and, if it be practicable, it will effect a revolution in modern tactics. Captain Hogg is evidently almost as enthusiastic a light horseman as poor Captain Nolan was; for he would pick the Mounted Infantry from the Light Cavalry of the army, and he has so much confidence in what horsemen and horses can do when properly trained that he proposes to make four-fifths of his new force available for fighting on foot by requiring every fifth trooper to retire at a gallop leading four horses out of fire when their comrades dismount to fight as infantry. We give in the writer's own words a description of the part the Mounted Infantry would take in a great battle:—

> "We will suppose that a flank attack has to be made, or some position seized, and that time is of importance, and the Mounted Riflemen are ordered to take the duty: they will proceed either in open column of troops or any other formation that may be suitable to the ground, just as if they were going to attack in a mounted capacity. That portion of the Mounted Riflemen who are to form the first line of skirmishers will advance till they arrived just outside the zone of Infantry fire, when they will at once extend mounted in small bodies of five men ten yards apart. Those who are to act on foot dismount quickly from their horses and hand them over to the drivers, who at once gallop with them straight to the rear and form up in a position previously pointed out, the dismounted men dividing the intervals. The second line of supports will dismount 400 yards in rear of the first line, and their horses will likewise join those of the first line at the appointed 'rendezvous:' whether they should extend or not would of course depend on circumstances; the horses, however, in any case will carry the riders to their proper positions, and then unite in a body at some favourable spot in rear. Cavalry scouts connect them with the fighting portion of the regiments and patrol both flanks to give timely information of any attack from the enemy's Cavalry. Should such an attack take place the tactics of the drivers would be to retire as fast as possible to the rear till pursuit was over. The dismounted men, having been trained to fight on foot, being of course [illegible] and quite independent of their horses, are well able to take care of themselves. If a main body was required in support of the skirmishers and supports, it could be supplied by the Infantry, who would have plenty of time to get into position whilst the dismounted Riflemen were carrying on the fight in front. When and how the dismounted horses would join their riders would of course depend on circumstances, but it should be a perfectly understood thing that the men when once dismounted should be able to fight without them, and that the officer in charge of the dismounted horses would make it his principal duty to see that their safety was in no way jeopardised by attacks from the enemy's Cavalry. In order to secure such a system working well in the field, it would of course be necessary to introduce it into the drill book, and, if practised as a regular part of the manœuvres, it would probably be found by no means so difficult as it might at first sight appear. Not only would the Mounted Riflemen be of great value in the offensive operations alluded to, but they would be of equal use to meet sudden flank or other attacks from the enemy. If a sudden concentration of troops was required at any one spot, what body of troops so available and in every way so suited to the purpose as Mounted Riflemen? They could mass three or four thousand men with the greatest rapidity on any threatened point of importance, and, four-fifths of them being available as Infantry soldiers, they could stem the torrent of the enemy's advance till the Regular Infantry had time to arrive at the scene of action; and who shall gauge the value of such troops in crises where moments are of priceless advantage? Not only do they give the Infantry time to arrive, but they permit of their coming up without hurry or confusion, and thus get rid of the fatigue and loss of breath caused by a long march at the double. It is of great importance for the Infantry to arrive at any threatened point fresh and in good wind, but it matters not in the case of the horses of the Riflemen who can gallop at speed to the spot required, as all they have to do is to deposit their riders in a given position, and they are then taken away quietly to the rear where they can recover their breath."

Anticipating some of the objections that will be raised by hostile critics, we will suppose it to be urged that a General has rarely a sufficient force of cavalry to be able to afford to despatch a portion of them to do infantry work. The obvious reply to such an objection is, that, if the present proportion of cavalry with an army is not sufficient, it ought to be increased. The usual proportion of infantry to cavalry is now six to one; but it must be remembered that the power of destruction of cavalry under the existing organisation is comparatively speaking weak, whereas under the system recommended it would be greatly increased. The proportion of cavalry should, therefore, be raised from one-sixth to one-fourth, the proportion maintained by the great Napoleon in his campaigns. If a General took 100 guns into action and found he had not enough, what would he do the next time? Take 200 or 300, if necessary; and the same line of argument seems to apply to the cavalry branch. Once admit the importance of mounted riflemen, and the question of "afford" should not be allowed to stand in the way. Again, it will probably be said that a General always tries to keep his cavalry well in hand. Within reasonable limits this is a good rule; but, if the proportion of cavalry is increased, there should be a sufficient number of mounted troops for both purposes. A General, too, may keep a large cavalry force too much in hand, like a weak player at whist who will [illegible] his trump cards, a fault quite as bad as making too free use of it.

British men do not like parting with their horses? Soldiers, however, must do as they are ordered and not what they like. It is possible that under existing regulations a cavalry man would feel at sea if dismounted: but Captain Hogg proposes that his mounted riflemen should be drilled to fight independently on foot and never to give their horses a thought after dismounting. The men would, in fact, be trained to do for themselves the work for which the Germans had frequently during the late war to attach infantry soldiers to their cavalry on detached duty. A body of mounted riflemen would, it is contended, require no such assistance; for half of them could if necessary act as cavalry and the other half as foot, or all could act as cavalry or all as infantry as circumstances might require. We are speaking now, of course, of petty operations on detached duty; in a general engagement the mounted riflemen, like the artillery or infantry, must be used in combination with the other branches. But the commonest and most serious objection will no doubt be, that much service implies hard fighting and a good deal of temporary disorganisation, and that it is no easy matter to lead one horse, much less four under such circumstances. But Captain Hogg will say that he provides for this by making his horses mere machines, to carry his riflemen just within the outside range of fire, and that, as soon as ever the horses have deposited their riders in the desired position, they must gallop out of fire and there remain till again wanted. Whether a good horseman can in such circumstances lead and manage four riderless horses is a question that can only be determined by actual experiment; and we presume that Captain Hogg would like nothing better than to be called upon by the Commander-in-Chief to demonstrate himself the practicability of his plan. If it be proved that the thing can be done, no doubt will remain as to the enormous advantage of the new arm of Mounted Infantry.

We have given but an imperfect sketch of the leading features of this interesting essay, which is well-digested, well arranged, and written in terse nervous English; and we will conclude by saying that it puts in a new and favourable light the question of the introduction of Mounted Infantry into the army, and that its suggestive pages ought to be read by every man who cares about the efficient organisation of the British Army.

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* *Mounted Infantry:* an Essay. By Captain Hogg, Cadre 2nd Bombay Cavalry and Adjutant Poona Horse.

At the meeting of the Legislative Council which was held in Poona on Friday, the Jails Bill was passed, the Bill to amend (Bombay) Act No. 1 of 1865, was read a first time, and the Watandars Bill was read a second time. On Wednesday the Council will meet again, when the Watan Bill and the other Bill will be read the necessary number of additional times and passed. The object of the Bill to Amend Act No. 1 of 1865 is to alter the date up to which an occupier may relinquish his occupancy. The High Court has ruled that, inasmuch as the date within which an occupant may relinquish his occupancy has been laid down in Bombay Act 1 of 1865 as the 31st March, survey settlements cannot legally be introduced to have effect from the following revenue year subsequently to that date. As the 31st March, however, is too early a date, considering all the preparations which the Survey Officers have to make, the present Bill seeks to legislate that the time granted to an occupant should be extended to the 5th June, when the cultivating season is supposed to commence. The Watandars Bill was altered verbally in a number of sections. One important [illegible] upon it, viz., the introduction of a new [illegible] by Colonel Anderson, which has the appearance of considerable liberality towards the Watandars. It is proposed that when a vacancy in the officiatorship occurs in Watans where the representative watandars are entitled to officiate in successive periods, all the registered members of the watan may meet, and, with the consent of the watandar entitled to officiate, elect a man to perform the duties. Colonel Anderson thinks that by this means the watandars will take great interest in their watans, and that the best man to officiate will, as a rule, be secured. A great deal of power, however, is thus given to the watandar entitled to officiate, who may practically say, "If you won't elect the man I choose, why, I won't give my consent, and I shall perform the duties myself." The man he chooses may not be the best man by any means, and he may choose him for other considerations than his good qualities. It was contended on behalf of the alteration that it would do away with the arguments of those who contended that it would be unfair to confiscate a whole watan for the fault of an officiator in whose election the majority of the watandars had no voice. It is clear, however, that the section will not make the position of the watandars other than the watandar entitled to officiate one whit better; for in cases where the watandar entitled to officiate refuses to permit any election unless the watandars agree to appoint his nominee, they will be at the mercy of a man who may be more anxious to further his own interests than to secure the best administration of the watan. The presumable reason why a watandar entitled to officiate would seek to have a substitute is that he feels himself to be incompetent to perform the duties of the watan for one reason or other—it may be age, debility, or more engrossing pursuits; and when such a watandar insisted upon officiating himself if his co-watandars refused to agree to the appointment of his nominee, the new section would not give the watandars much consolation if such a blunder were committed by the officiator as induced Government to confiscate the whole watan.

NOTES OF THE DAY.

Our Church-Gate street contemporary, in its London letter in its issue of the 8th inst., has a letter bristling with figures of all sorts. Amongst other large statements is the following:—"A farmer in Ford county, Illinois, has this year gathered 1,000,000 bushels of corn from one field of 20,000 acres." Without commenting on the *field* of 20,000 acres—which in bonny old England would be considered a very handsome estate—we must demur at accepting these figures as correct until more definite information is given. The above outturn of corn is at the rate of 50 bushels per acre. This increase and outturn is in itself wonderful when it occurs with the very highest farming and on a small easily-managed estate. We may well, therefore, be permitted to doubt, until further figures are given of the enormous result above stated as having occurred over so wide a surface as "one field of 20,000 acres." America is famous for its statistics, and there can be no difficulty in proving the above facts if they are true, and we shall be glad for the sake of humanity if they are true. To our mind, however, they are too good to be true. Australia is also pre-eminent for statistics, and especially Victoria. The Registrar-General there, Mr. W. W. Archer, issues annually perhaps the fullest record of statistics ever presented to a community. In 1873 the Victorian Government Statist, H. H. Hayter, in the section on *production*—a folio of 53 close printed pages—states that in Victoria the average outturn of wheat per acre was only 16·259 bushels for the 10 years 1865 to 1874. The greatest yield per acre for these 10 years was in 1870, 19·75 bushels, and the smallest in 1871, 10·10 bushels per acre.

As some doubt appears to exist regarding the movements of the members of the local Government during the present hot and the coming cold season, the following information may be accepted as generally correct, though of course circumstances may arise to upset one or all of the contemplated arrangements. It is certain that Mahableshwur will not be patronized this year by any of the members of Government. After the Legislative Council meeting, which takes place on Wednesday, His Excellency the Governor will visit Beejapoor. This is one of the most interesting cities in the Deccan, abounding with architectural curiosities, chiefly of a Mahomedan type. There are other strange things in Beejapoor—for instance, the celebrated big gun—and it is probable that Sir Philip Wodehouse will not return from the trip in less than a fortnight. On his return he may visit Kattywar, though this move is at present an uncertain one. There is much, however, in Kattywar that would be none the worse of being looked into by the Governor. The Hon. Mr. Gibbs is going to Matheran for a few weeks, after which he will return to Bombay. The Hon. Mr Rogers is also going to Matheran for a short time, and will then proceed to Sind in order to consult with the Sind branch of the Revenue Survey in connection with the proposed revision of assessments. There is at present considerable activity being displayed in the Revenue Settlement Department. On Wednesday last Mr. H. W. Havelock, the Revenue Commissioner, Southern Division, accompanied by the Hon. Messrs. Rogers and Chapman, and Colonel Anderson and Francis, proceeded to the Havaili taluka, near Poona, to enquire into the grievances of the ryots regarding heavy assessment of land revenue.

OUR SPORTING AND CLUB LETTER.

(From our special correspondent.)

LONDON, 18th September.

Ninety-nine Legers have been run and won, but never has there been a Leger of such a sensational character as the Leger of 1874. It has certainly been a tragedy to the public and the backers. Just one sensation and then another cropped up. Early in the morning the news spread at Doncaster that George Frederick was absent from the ground where he had been accustomed to take his exercise. Then came the startling intelligence that the Derby hero, the darling of the public and the hope of thousands, was scratched. The news was received with incredulity. Such a thing has never been known before as the favourite being scratched on the morning of the race. But the news was too true. At 9 A.M. the pen had been run through the name of George Frederick. A week before I had been informed by a good authority that the Derby winner would never see the Leger course or run lame. On Tuesday 800 to 200 had been laid against him in one bet. George Frederick has had to experience what a fickle goddess is Dame Fortune. At Epsom she smiled on him, but ever since he has met with nothing but frowns. Just before Ascot he got cast in his box, and a fortnight back he hurt his leg and had to lay up. On Tuesday evening, after his last round, the horse seemed to his trainer to be all right, but Leader on going to the stable in the morning discovered that his leg had filled. He informed Mr. Cartwright, the owner, of the fact; and Mr Mannington, the famous Brighton Veterinarian, was called in, who pronounced the horse totally unfit to run, and at nine the son of Marsyas and Princess of Wales was scratched. No sooner had our nerves begun to recover the terrible shock caused by the news of his scratching than a rumour spread like wild-fire that Apology had pulled up dead lame. Yes, 'dead lame,' said an excited gentleman, "I saw her myself." The gentleman was correct in a measure. The mare, after her canter, exhibited signs of lameness. Osborne telegraphed this painful fact to the owner, Mr. Launde, who is an invalid in Lancashire. The spirited owner replied, "The mare must run if she had only three legs," and he added, "all Lancashire is on her." The rumour about Apology made a great change in the betting, and Atlantic became first favourite. But at the course the mare again assumed her position in the betting [illegible]. I have seen the Derby run for many [illegible] that I care to remember, but I have never seen such a dense mass of humanity as that assembled on the Doncaster Course on Wednesday. All the busy Northern [illegible] company I cannot say was select or aristocratic. Their jokes were not refined and their play was [illegible]. Their vocabulary of Anglo-Saxon was large, but their language was not suited to refined ears. During the afternoon there was a steady drizzle, which did not improve the cheerfulness of the backers of George Frederick.

Thirteen competitors were paraded for the Leger, but the majority of them were no better than ordinary platers: at quarter past [illegible] at the starting-post. There is a false start. Then they are off. The mare is the last to get away. She is going lame. She is out of it. Odds are shouted against her. Then she is seen to draw up to the other horses. Yorkshire goes mad, stark staring mad. There is a loud roar, "The mare is coming," as she rushes forward. Then the Leger is virtually over, and Apology wins in a canter. The North is once more victorious after ten years when Blair Athol won it for them. Even now the good folks of Doncaster speak of Blair Athol's year. In future it will be Apology's year. All praise to John Osborne for his careful, patient riding. He pursued the same tactics as he did with Lord Clifden in 1863 and with equal success. Once more has September proved to be the "mare's month." Within the last few years four times have the superior sex been compelled to succumb to such distinguished ladies as Formosa, Hannah, Marie Stuart, and Apology. The Leger has once again proved fatal to Derby winners. With regard to the scratching of George Frederick there is a good deal of discontent. It is evident that the book-makers knew there was something wrong with the horse or they would not have proved their metal against him. If any one in the stable had the slightest suspicion of anything being amiss with him he ought to have been scratched at once and never sent to the North.

To-day (Thursday) Holy Friar scored his sixth victory, beating Camballo, in the two-year old stakes, hollow. He still has no penalty for the Middlepark Plate, which will prove a most interesting race. It would not be safe to give very long odds against Holy Friar for the Derby. In the Alexandra Plate Kaiser ran *very* badly, and Thunder only beat Thorn by a head.

On the subject of the Cæsarewitch and Cambridge I shall have something to say in my next.

NIMROD.

DEYRAH RACES.

[From our own correspondent.]

Third Day.

Cards of the races appear to be very rare articles at Deyrah Doon. I have been trying to get one giving the details of yesterday's Steeple-Chases, but have not succeeded. If your readers will refer to the prospectus, they will be able to ascertain the weights carried. I will merely send you a few lines giving you the results. The first race was "The Grand Annual," for all horses, for which the following started:—Magic, Gaffer Grey, Uhlan, Daybreak, Don Juan, and Poor Cripple. Magic was the favourite, and Uhlan stood the next highest in the betting. Gaffer Grey was looked upon as a cart horse, but was, nevertheless, steadily backed in the lotteries at about 7 to 2. The race is easily described. Magic and Gaffer Grey took the lead at the start, the former overpowering her rider. She went for about half a mile and was never in the race again. Gaffer Grey having once taken the lead, kept it, and jumping all his fences in splendid style, won easy by 30 lengths. Time—7m. Distance about 2¼ miles, perhaps a trifle over.

For the Arab Race there were four starters: Magdala, Fusee, Phratos, and Young Growler, the former at 2 to 1 on him; about [illegible] to 1 against Fusee; and any odds against the others. Fusee took the lead at starting, followed closely by Phratos and Magdala, and in this order they got over the first fence, where Young Growler stopped short and threw his rider. At the fourth fence, a water jump in front of the stand, the two former were abreast, Magdala about 5 or 6 lengths in rear. At this point Fusee's jockey, thinking that Phratos looked like refusing, bore away to the left to get clear of him, and was forced to take the water jump at the widest part, where it had been widened for the Waters. Here Fusee fell; never having made the slightest effort to jump, and Phratos and Magdala were then left alone. Phratos refused the second brook, which gave Magdala a commanding lead. In the meantime Fusee was again mounted, and after falling twice more he came in second about 100 yards behind Magdala, who won in a canter. What came over Fusee I cannot say; but I never saw him go so badly; he tried to refuse all his fences, and when flogged over, did not appear to make the slightest effort to get over them. His steeple-chasing days appear to be numbered.

Between the two chases there was a Handicap for second-class Walers, for half a mile, in which there was a good race between Margaret and Kilmore, the former being beaten by half a length. Time—55s.

LATEST INTELLIGENCE.

[Reuter's Telegrams.]

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 9th October.

Total Weekly Sales of Cotton	124,000	bales.
„ „ Surats	[illegible]	„
„ Imports of Cotton	61,000	„
„ „ Surats	43,000	„
„ Stock of Cotton	690,000	„
„ „ Surats	307,000	„
„ Stock of Cotton in London	114,500	„

Surats during the week have been in very active demand and abundantly offered.

LONDON, 9th October.

The Liverpool Cotton Market closed quiet but unchanged. Surats quiet.

The London Cotton Market has been quiet but unchanged.

Fair Dhollera 5 5/16d.

The Manchester Market has been steady but less active.

[illegible]		7s. 1½d.
7 lbs. Shirting		[illegible]
8½ lbs.	do.	8s. 4½d.
40's Mule Twist		1s. [illegible]
3 do.	Consols, for account	[illegible]
5 do.	French Rente, 1872	[illegible]
Bar Silver		5[illegible]

The sum of £80,000 has been paid into the Bank of England.

Arrivals—Sandringham and Pembrokeshire.

Departure for Bombay via Suez Canal—[illegible].

FESTIVITIES IN HYDERABAD.

(Special telegram for the "Bombay Gazette.")

HYDERABAD, 10th October.

A Durbar was held to-day at the Nizam's palace, when the Resident presented a letter of congratulation from the Viceroy on the opening of the railway. The young Nizam, who is intelligent-looking and self-possessed, went through his part with apparent enjoyment. At the Resident's request he wrote very carefully Lord Northbrook's name and title and also the Resident's.

There was a procession of thirty elephants from Sir Salar Jung's to the Nizam's palace through the principal streets. The population was very orderly. The Nizam's troops paraded in the courtyard of the palace.

THE GOVERNMENT OF INDIA AND THE NIZAM'S GOVERNMENT WITH RELATION TO THE QUESTION OF CEDING THE BERARS.

[Special telegram for the "Bombay Gazette."]

HYDERABAD, 10th October.

The Government of India have definitively refused to continue the discussion of the Berar question or to receive further letters on the subject from the Minister.

FATAL ACCIDENT AT A BANQUET IN HYDERABAD—FOUR NATIVES KILLED, AND MAJOR BELL WOUNDED.

(Special telegram for the "Bombay Gazette.")

HYDERABAD, 11th October.

After a Grand Banquet given in the city yesterday evening by Vickar Ool Oomra, a serious accident happened during the display of fire works. A bombshell, filled by mistake with dry instead of wet powder, exploded, killing four natives and seriously wounding five. Major Bell of the Berar Commission, who was standing in a verandah with the host, the Minister, and European guests, was struck on the right wrist and side by a fragment of the shell. The wound is but a flesh wound and is not serious. [illegible] be about again in a day or two. No other European was injured.

THE VICEROY—THE OFFICIAL END OF THE FAMINE—GENERAL REPORT ON RELIEF OPERATIONS CALLED FOR.

[Special telegram for the "Bombay Gazette."]

CALCUTTA, 10th October.

The Viceroy holds a levee at Hazareebagh on the 16th.

His Excellency paid a return visit to Sir Jung Bahadoor this afternoon.

Famine narratives are discontinued. A general report on relief operations since the commencement of the Famine is called for.

SIR RICHARD TEMPLE'S RAILWAY AND IRRIGATION SCHEMES FOR NORTH BEHAR CUT DOWN BY THE GOVERNMENT OF INDIA.

[Special telegram for the "Bombay Gazette."]

CALCUTTA, 10th October.

The Government of India have passed a resolution, in the Public Works Department, in which they consider the schemes proposed by the Lieutenant-Governor for a railway and irrigation in North Behar in view of alleviating the effect of future droughts. The Lieutenant-Governor proposes the construction of navigable canals in Tirhoot and Chumparun, which are calculated to supply water for 821,000 acres. The rough cost of the scheme in pounds will be £3,200,000. He also proposes the construction of three lines of railway, two connecting the principal trade centres of Tirhoot with the Ganges and the other from Hajeepore to Chupra through Sarun. Rough cost, 2¾ millions. He also proposes an alternative scheme at a cost of over 3 millions. The Government of India consider that on the score of cost and the unremunerative character of the outlay and the small advantages arising, further consideration of the irrigation scheme must be decisively abandoned, but that surveys will be undertaken with the view of proposing inundation canals from Gunduck in Sarun and Chumparun in connection with embankments already under construction, and of the construction of minor works in Rammugger, Madhobani, and other exposed districts offering facilities for irrigation. Government urge the desirability of railway and irrigation construction at the lowest possible cost, and consider one instead of two lines feasible from Tirhoot and Chumparun to the Ganges, which should if possible serve Mozufferpore and Durbungah without a branch. Surveys will at once be made with the view of immediately commencing a cheap class railway to connect Durbunga and Mozufferpore with the Ganges at one point. The advantages of the Hajeepore and Chupra line are not apparent, but the question is reserved for further consideration.

ARRIVAL OF MR. SHAW AT SHAHIDULLAH.

(Special telegram for the "Bombay Gazette.")

LAHORE, 10th October.

The local paper has received authentic letters from Ladakh announcing the safe arrival of the British Agent and the Camp at Shahidullah on the 13th ultimo.

The Directors of the Bank of Bengal at their meeting on Thursday made no alteration in the rate of interest or discount.

A private telegram received in Calcutta on Tuesday, announced the death in England of Dr. Chuckerbutty, a well known and highly esteemed member of the medical profession.

The Hooghly Bridge is so very near completion, that we are told the Viceroy will, in all probability, drive over it on the occasion of his leaving Calcutta for Hazareebaugh to-morrow.

Sir Charles Staveley, the new Commander-in-Chief, who was present for a short time at the meeting of the Legislative Council held at Poona on Friday, will hold a levee in the Poona Council Hall to-day.

His Highness the Maharaja of Jeypore, we read, has issued invitations for a goodly assembly "to celebrate the opening of the State Railway." Guests will be entertained from 4 p.m. to-day to Wednesday evening the 14th.

Chiarini's Circus Troup had a narrow escape from the late typhoon. They were *en route* to Nagasaki on board [illegible] was fortunately behind [illegible] the full force of the [illegible] outer edge. None of the [illegible]

His Excellency [illegible] William Dunbar [illegible] der-in-Chief of the [illegible] undertake usual [illegible] the Council of this [illegible] in pursuance [illegible] the Queen.

The Calcutta papers [illegible] Joshua Rowe, [illegible] Justices of the Peace [illegible] the age of 62 years. [illegible] cutta Municipality [illegible] cently obtained a [illegible]. He was one of the [illegible] Calcutta, and was [illegible] and appreciated by [illegible]

The formal investigation [illegible] ferred against Mr [illegible] pore, has been [illegible] of receiving bribes [illegible] very contradictory [illegible] of a hearsay character. The Commissioners are preparing their report [illegible] will not be long before [illegible] made known.

We hear that none of the members of the Bombay Government received an invitation to attend the opening of the State Railway. As we observe our special correspondent at Hyderabad mentions that representatives of the Government of Madras as well as that of Bombay were conspicuous by their absence, it is probable that no invitations were sent to either of these Governments. This is so singular that we are inclined to think it is due to an error of omission on the part of some official of the Nizam's Government.

The Lieutenant Governor has recommended that the loan of Rs. [illegible], applied for by the Port Commissioners of Calcutta on the [illegible] of August, 1874, in addition to the loan of Rs. 2,50,000, applied for in June last, should be granted, in order to enable them to complete, as soon as possible, the new river-side road from Aheereetollah to the northern boundary of the port. With the application was also forwarded a plan of the proposed inland wharves and river-side road between Aheereetollah Ghat and Cossipore, a copy of which is published with the *Gazette*.

The latest published weekly statement of famine-relief operations in Bengal, dated the 2nd of October, shows that the daily average of persons employed on relief works had fallen to 270,050, and of those receiving gratuitous relief to 3[illegible]. These are divided as follows: In the Patna Division there were on relief works 213,690, and receiving gratuitous relief, 104,646; in the Bhagulpur Division, 21,191 and 28,026; in the Rajshahye Division, 12,343 and 9,609; in Chota Nagpur, 1,632 and 3,359; and in the Burdwan Division, 21,301 and 160,628. The total amount of grain consumed had been 314,716 tons.

Colonel [illegible] Darjeeling completing the arrangements for the Dufla transport corps. In addition to the 900 coolies, whose [illegible] we have already mentioned, 500 will also [illegible] from the Darjeeling Hills. The Commissariat arrangements [illegible] the Presidency having been nearly completed, [illegible] to the principal Commissariat [illegible] with their office establishments, will proceed to Tezpore [illegible] respectively. Major Hunt and Colonel Montague, the principal Field Commissariat officers, will follow shortly, or as soon as the [illegible] Office is formed in Calcutta.

Mr. A. M. [illegible] the *Ceylon Observer*, has been [illegible] show cause why he should not be committed [illegible] of Court, in having published [illegible] regarding the District Court of Colombo [illegible] following effect:—(1.) That the [illegible] the Judge to the [illegible] advocates from practising in his Court, and the names of several Advocates are specified, but [illegible] acts of discourtesy. (2.) That the Judge's systematic neglect of his judicial duties is such as to be detrimental to the interest of suitors and practitioners, and has produced a stagnation of business of this Court. (3.) That before his advent, judgments in ordinary cases were obtained and writs issued within two weeks, but that now, in consequence of his inattention, "months elapse before that can be done.

A correspondent of a Mofussil paper gives the following account of the last moments of Saadut Khan, the mutineer, who was hanged at Indore on the 1st instant:—"On the prisoner being led or escorted, out of the Jail gate, and catching sight of the gallows, he said, 'I am going to that place, but, I am innocent of what I have done, as I only obeyed the orders of my master, Holkar,' when he was immediately told to 'chuprao' by Captain Durand, which caused several remarks to be passed by the sight-seers—some of which were, Where is Holkar? why is he not with Saadut Khan? why won't the Sahibs let Saadut Khan speak his last words, as he is going to die? They are only hanging him to shut his mouth, so as he will not implicate others in his deeds. At the foot of the ladder he wanted to say something but was stopped, and when on the drop, he salaamed to the Mussulmans and Hindoos, who returned it. The cap was then drawn over his face, the rope adjusted, when the culprit called on his God, the fatal drop fell, and the last of the Indore massacre died without a struggle."

Visitors to Bombay must remember the Bombay buggy; as for the residents, they can never forget it. We are glad to learn that this objectionable vehicle, which necessitates that the driver, who is generally stinking, dirty, and insufficiently clothed, shall sit beside the passenger, is likely to be swept from the face of the earth. The Commissioner of Police has long tried to improve the public conveyances, but hitherto with very little success. He has now made out more [illegible], and for the sake of the public we hope he will be successful. Mr. Souter has addressed a letter to the Municipal Commissioner, asking him to include in his Budget for 1875 a sum of money for the purpose of offering prizes for models and full-sized vehicles best suited for hack conveyances in Bombay. Mr. Souter does not see why a hack conveyance company, something like the Tramway Company, should not pay its way in Bombay. At all events, he thinks [illegible] when the Municipality should assist the police to put on the thoroughfares a better vehicle than the notorious Bombay Buggy of the present moment.

THE PERFECT CURE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I shall make every enquiry to see if it is possible to restore sight to "poor [illegible]" pet monkey," and in return may I ask [illegible] to assist me in the following. I have a pet dog whose ears were cut when a puppy. Can he suggest any cure to make them whole again, or can he spare a portion of his own?

"DONKEY'S EARS."

Malabar Hill, 9th October.

TO GEOMETRICIANS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I should thank any one of your numerous readers for a solution to the following problem:—An embankment (the height of whose summit is x) stands on a plain, and a man looking directly up the slope of the embankment just sees the top of a tower on the plain: when at a distance a from the summit the man's eye is level with the summit, and when at the distance b from the summit he can just see the foot of the tower. Show that the height of the tower is [illegible]

Assuming h to be the height of the observer, the unknown quantity may be eliminated at an early stage of the solution.

10th October. H. G.

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

[illegible] NIZAM'S RAILWAY.

[[illegible] CORRESPONDENT.]

[illegible]BAD, 10th October.

[illegible] the railway which [illegible] chief Mahommedan [illegible] communication with [illegible] way of Calian, [illegible] yesterday [illegible] actually been [illegible] Salar Jung drove [illegible] Cogna bridge; and [illegible] running regularly, [illegible] evening [illegible] natives, who [illegible] to use the [illegible] a trip in a ballast [illegible] of the [illegible] was [illegible] over, and [illegible] thought [illegible] delay has been [illegible] could be [illegible] weather we have [illegible] Bombay [illegible] Wednesday, [illegible] indeed, the [illegible] travelling, [illegible] wishes to see India [illegible]. The rain [illegible] cooled both earth and [illegible] breeze blowing which [illegible] quite comfortably [illegible] carriage, and the ripening crops give the country everywhere a pleasant [illegible], which is a refreshing contrast with the dry and dusty look that an Indian landscape usually wears.

THE SCENERY ON THE GHAUTS.

I am heretic enough not to be a great admirer of the scenery on the Western Ghauts. The hills are too high to be beautiful, and not high enough to be grand; and they usually have such a gaunt and scrubby appearance, while the waterless ravines are so desolate of human life or habitation, that any one who has seen really fine scenery, like that for instance of the valley of Susa which the train from Turin traverses before reaching the Mont Cenis tunnel, must be puzzled to understand the enthusiasm with which some admirers speak of the scenery on the Ghauts. But just at this season, when the sky is still clouded and there is no overpowering glare in the atmosphere, when the plains are clad with verdure and the lower hills are covered with trees whose abundant foliage has not yet been scorched and shrivelled up by months of sunshine, the glimpses one gets of the country below, while ascending the Ghaut incline are often charming. Then, on reaching the table-land of the Deccan, what a relief it is to feel that one has shaken off as it by magic the strangely depressing effect of the moist climate of Bombay, and that one's energies have recovered something of their youthful spring and buoyancy. No doubt, it was this feeling and the sharpness of the air which made us all so hungry by the time our special train reached Poona, where we did justice to the good dinner prepared for us at the Royal Hotel.

THE DINNER AT POONA.

I have not yet been able to discover who paid for that dinner. Sir Salar Jung could not be expected to do so, and it was arranged, as stated in your paper of Wednesday, that each passenger should pay for himself. But, when money was offered, [illegible] the [illegible] that [illegible] could [illegible] pay for it, and he could not [illegible] what to charge each diner, as the wine had been sent round and "God knows who has drunk it." Finally we left him and the Railway Company to settle the matter, and went on our way with our appetites satisfied and our [illegible] quite untroubled.

THE JOURNEY ONWARDS.

[illegible] sleep [illegible] the night [illegible] itself away, and at daybreak yesterday we were already approaching Goolburga, perhaps the prettiest station even on the G. I. P. line, remarkable as that railway is for pretty stations. Surely, no money could be better spent than the thousand rupees or so the G. I. P. company give away in prizes for the best gardens at their stations. Not only do the wayside flowers please the eye of the traveller, but they give to railway officials whose life is lonely and their ordinary duty monotonous an interest in a graceful and humanising art. The good effect of the system is seen when even the pointsmen on the line have now little garden plots alongside their hut, with a few poor flowers which seem to play the comforting part of *Picciola* to the solitary prisoner.

Near Goolburga the railway enters the Nizam's country, and just before reaching the next station, Shahabad, one comes for the first time upon the limestone rock formation which extends with hardly a break about half way up the Nizam's State line towards Hyderabad. At Shahabad itself there is a very valuable quarry of this stone, which is dug out in great flagstones ready to be used in paving, and which is also excellent for building, its surface, when it is cut and polished, looking like granite. The stone country, in fact, begins here, and one is made immediately aware of the change by seeing the railway fenced with stone walls (at long intervals) on either side of the line, villages of stone-built houses gathered round an imposing fort instead of the collections of mud-built hovels common in the western part of the Deccan. These villages, which are usually surrounded with belts of fine trees, have a look of comfort about them which reminds one of Guzerat, but the comparison does not hold good for the soil, or the Nizam would be a richer man than he is. I have already told you of our reception at Shahabad, where we had breakfast, and need only add that soon after nine in the morning we left the station and ran to Wadi, [illegible] miles from Bombay, where we passed from the G. I. P. R. on to the Nizam's line. I shall give you a little farther on a full and exact account of this line, compiled for me chiefly from official documents; but meanwhile I will continue my own narrative of the journey of our special train. For fully two-thirds of the way, that is for 80 out of 120 miles, from Wadi to Hyderabad, the line passes through a country which is not indeed absolutely uncultivated, for there are patches of ground here and there on which we saw villagers busily engaged in ploughing, but which is for the most part either a barren waste or a jungle. The stone crops out everywhere, and has been used abundantly and with excellent effect in the construction of the bridges and stations; but of other products there seems to be none—even the trees are fit for nothing but firewood. Where, then, is the traffic to come from for the railway? Stone cannot be carried cheaply, or something might be made of that; and, though the soil is rich enough near Hyderabad even on the western side, while on the east it is said to be exceedingly productive, it is unlikely that grain is grown largely enough for exportation. There are no manufactures except for local consumption. Quantities of goods will no doubt be imported from Bombay, for the Customs duties at the frontier are only 5 per cent. (all articles intended for European gentlemen being specially exempted from paying any duty at all), and the population of Hyderabad, which Sir Salar Jung estimates at 400,000, contains a goodly proportion of wealthy men fond of luxurious living. There will also probably be a considerable through passenger traffic, from Madras and Bangalore on one side, and Bombay and Poona on the other, to Hyderabad and Secunderabad, and *vice versa*; but local traffic may almost be despaired of. There is neither produce nor population to make the line pay, and I fancy the G. I. P. Company have made not a bad bargain for themselves in arranging to work the line on condition of having all their expenses paid, the Nizam's Government taking all the earnings. But I must cease these forebodings. Whatever may be its financial prospects, the railway itself is [illegible] a pattern line. It is so well constructed, and every little detail about it so thoroughly finished, that one might think it had been built to run between Paris and Fontainebleau or London and Windsor. It is on the broad gauge and has cost about [illegible] million sterling, or £13,000 a mile, not a high rate when it is considered that there are 15 miles of heavy ghaut works, with an average gradient of 1 in 150, over the first seventy miles from Wadi. The line is laid with rails originally brought out for a Madras Railway which is now forced to be content with a reduced gauge; the wire fencing, which is used on the part of the line where there is no limestone for walls, was bought from the G. I. P.; and the 60-feet spans for the bridges were taken out of the B. B. and C. I.'s surplus stock. The cheapness of building material, again, has made it possible for Major Pemberton to build very handsome stations without laying himself open to the charge of wasting money. The stations at Seram and Tandur were specially admired, the former being of more ambitious design but not excelling in appearance its plainer rival. The rooms are large and lofty with solidly built walls and doors and windows of teak, and in front of the offices runs a ten-feet broad arched verandah of substantial masonry. The platforms, too, are well paved and are prolonged on either side by a raised embankment of which the terrace is planted with flowers and shrubs, and the slope covered with turf. The same careful workmanship and the same good taste are visible in all the out buildings, even the quarters for the porters being so unusually spacious and attractive that, if they were built on the Bombay Esplanade, the lowest rent asked for them would be Rs. 100 a month. Of course, all the stations were in their gala dress yesterday, the verandahs being adorned with plants and trees set out for the occasion, and the arches hung with flags, amongst which the Nizam's flag, green with a white crescent and star in the centre, had of course the place of honour; but even when they are not in their holiday trim, these stations must look well. One could not but think it a pity that the general neatness of the line, which is so remarkable that even the miles are marked on blue enamelled iron, and the quarters, halves, and three-quarters by triangles, diamonds, and pyramids, on a system introduced by Mr. Molesworth, should have been spoilt towards Hyderabad by the use of corrugated iron roofs and verandahs for the stations. It is said that the limestone was too costly to be used for roofing except on the spot where it is found, but the saving cannot have been great, and the corrugated iron pillars and roofs have a paltry air about them that is not in keeping with the general appearance of the line.

Crowds of people had gathered at all the stations, but most of them were coolies who seemed to be sorry their work was done; and we saw hardly anything of the feudal chiefs and their retainers till we had climbed the granite hills succeeding the limestone formation, which begin about the 57th mile, and were descending quickly towards Hyderabad. The ascent of the Ghauts was, as far as scenery is concerned, the most interesting part of the journey, as the line runs for some distance along by the side of a stream whose rocky bed, fringed on either hand with wooded banks, brought to mind the glens of Scotland or Wales. On this side of the hills the land is much more extensively cultivated, and there are signs of the existence of a considerable population and some agricultural wealth. I may, perhaps, mention here that complaints are made at Hyderabad of the disregard shown by the engineers of any consideration but making as short a line as possible from Wadi to this city, and that good land might have been found the whole way if the route had been properly chosen. I do not of course vouch for the correctness of this [illegible] because personally I know nothing of the country.

THE APPROACH TO HYDERABAD.

It was four o'clock when we reached Hussain Sagar Junction, for we had lost half an hour on the way and could not make it up, though we travelled a good part of the way at the rate of more than 30 miles an hour. (The oscillation, by the way, was more violent than one would have expected on a new line.) At this junction, about four miles from the Hyderabad terminus in the suburb of Chudderghaut—for the railway has not yet been suffered to penetrate the sacred precincts of the Mussulman city—one branch diverges on the left to Secunderabad, and another on the right to Hyderabad, and these two stations are again connected by a third line across. This arrangement permits the movements of troops to or from Secunderabad by a separate line. Here we came in sight of the special train from Secunderabad with the Resident, Sir Salar Jung, and other officials, advancing towards us. This train advanced some little way on the Hyderabad branch while our engine was unhooked, and it then backed upon us, and the two trains, making upwards of thirty carriages in all, were coupled. Our engine then backed on to the other engine, and was coupled to it, and the whole train advanced at a slow pace towards the terminus. Now we found that the population of the Nizam's territory is a reality. Coasting along by the side of the fine sheet of water called the Husain Sagar Tank, the railway enters a cutting, and then runs past the wall of the Chudderghat public gardens to the terminus. The whole of this distance was lined, on both sides of the railway, with thousands of animated spectators on foot, on horse-back, and on camel-back.

THE WARLIKE APPEARANCE OF THE MULTITUDE.

The first thing that struck one about this multitude was that every man, and indeed everybody, was armed. All wore knives stuck in their belts, most of them sabres, and a good many were armed with knives and sabres, pistols and guns, stuck about them in all directions, till they formed perfect armouries. One bloodthirsty-looking old gentleman, with apparently but one tooth left in his head, carried a matchlock about twice his own length; another displayed a blunderbuss with a flint lock which his great-grandfather had probably used in battle against the Mahrattas. The collection of arms on exhibition would have made the fortune of an old curiosity dealer, and one could not help thinking that a city which turned out such a medley of queer-looking warriors, Arabs, Abyssinians, Indian Mahomedans, and Hindus, must be the capital of the cosmopolitan race of swashbucklers. But everyone was not only perfectly good-humoured, but keenly and delightedly interested in the strange sight presented to their eyes; and, if all the inhabitants of Hyderabad are like those we saw, there can be no danger in taking the railway into the heart of the city. The crowd became more dense as we approached the temporary station, decorated with bunting, where we were to alight, for the terminus is not built yet. Then, the train stopped, and, amidst great excitement and babble of tongues but no cheering, the Minister and the Resident set foot on the platform, and the work of the day was completed. A salute was fired and the band played "God save the Queen," and after a good deal of scrambling we all got our luggage and marched away to our tents in the gardens of Chudderghaut. To conclude this part of the narrative I append the following:—

HISTORY OF THE NIZAM'S RAILWAY.

As far back as 1860 some preliminary surveys were made for a railway to Hyderabad, but without any definite results. In those days the G. I. P. had not even reached Sholapore, and the first idea on the tapis was for the G. I. P. line to be run through Hyderabad, but this was too much of a detour from the direct line to Madras, and so this proposal fell through. By slow degrees the G. I. P. reached Sholapore, and the Nizam's D. P. W. made a road from his capital in a north-west direction about 200 miles long to meet it. Then the G. I. P. pushed on through Goolburga to Raichore; and Goolburga being about 110 miles, as the crow flies, from Hyderabad, a cross cut was made from a point about 100 miles from Hyderabad to meet the G. I. P. at this place; and it is along this road that all passengers have travelled of late years to Secunderabad and Hyderabad in cramped, solitary "tibs," drawn by very sorry bullocks at a cost of about 6 or *7 annas per mile*. For a new comer the journey was appalling, for a sick man—much more for a sick woman—the horrors of this middle passage to the railway removed all possibility of a change, which in many instances might have saved life. For strategical purposes this break was worse even than a break of gauge, and it was no doubt with a view to this that the Government of India proposed to connect Hyderabad with the G. I. P.; but the late Nizam would not hear of this. If a railway was to be made, he would make his own railway himself. It was eventually, we believe, settled that the railway should be made by the Government of India's engineers, the capital to be raised by the British Government, a moiety only of the guaranteed interest to be paid by the Nizam's Government. During the minority of the present Nizam, this agreement was reversed, and his Government entered into an engagement to find the whole of the capital required. This was estimated at Hyderabad Rs. 1,26,68,158, but the line will actually cost a very little more than this sum. Construction work was commenced in February 1871, and has resulted in the line which was opened for traffic from the 9th inst. bringing Hyderabad within 25 hours of Bombay. Diverging from the south-eastern extension of the G. I. P. 7 miles S. E. of Shahabad, and about 410 from Bombay, at a wild and [illegible] [illegible] yclept Wadi, it runs in a [illegible] direction through a [illegible] being black with a substratum of limestone, useful enough as material for works. At mile 9 is Chitapur, the first station, a considerable, and indeed the only important, town on the line, celebrated for its silk manufacture. It is always difficult for a European to estimate the population of a native town, and Chitapur is no exception to this rule. Near this place, however, but on the other side of the line, stood a very considerable village, named Nagai, which is now entirely deserted. If we may trust native tradition, it was visited about 200 years ago by a pestilence—the consequence of a curse—the inhabitants migrating and building Chitapur. At Nagai have been found, on hard black stones, some inscriptions in very good preservation indeed—they might be only a generation old—in a language which cannot be unknown to the inhabitants—not Canarese, Persian, or Telegu. This may meet the eye of antiquarians, to whom the Nizam's country, now so accessible, offers a vast and nearly untrodden field of study. Before Chitapur the line proceeds through a valley, caused by the upheaval of the limestone on either side, possibly by an earthquake, a small tributary of the Cogna occupying the gap. This valley is crossed by a bank, 40 feet high, and the river by a culvert of 9-12 feet arches. The first important girder bridge is at Muguiaw, 13 mileage, over a small nullah, the plate girders having been obtained from England through the Secretary of State for India. At 19 mileage comes another nullah "Hinganballi," crossed by another plate girder bridge, 15 spans of 20 feet. The chief, indeed only, product of the country hereabouts appears to be "*jowarry-jholum.*" At mile 25 comes the second station, Seram, marked in some maps as Shevdumb, a very important village on the south side of the line on a stream which is a tributary of the Cogna, a river which flows into the Bhima, and on again into the Kistna. The peculiarity of the villages in this district is their walls of limestone, with bastions, and conical towers inside. The material was no doubt cheap, and the wall is faced with stone set dry to resist the effects of weather, while the inside consists of stones set in mud. This station draws its water supply by a pipe laid to the river, a distance of about half a mile, the water being raised by a pump; the river is crossed by a plate girder bridge 12 spans of 40 feet each. At mile 29 is a valley about a mile wide, in the rains wet and swampy, though the actual water-way is only about ½ mile. This necessitated two bridges, which on account of bad foundations and the expense of pumping, have been built on large screw piles 2½ feet in diameter of cast iron, bought from the surplus stock of the G. I. P., with ½ mile interval: the first bridge consists of 4 spans of 60 feet, the second of 13 of 60 feet. These are "Warren" girders, and were purchased, as we shall afterwards explain, from the surplus stock of the B. B. and C. I. Railway. Passing at 33 m. Illapur station; at 40 m. Nanapur, chiefly celebrated as having been the residence of one of the executive engineers, and the scene of a grand banquet given two months back to celebrate the opening of the adjacent bridge over the Cogna river at 41 m. About this point the granite crops up, and the bridge, which is the most important work of the line, consists of 15 spans of 60 feet Warren girders resting on granite piers. The abutments were excavated and built with great solidity, the majority of the piers being built on 3 wells each, the large one [illegible] curb at the bottom, sunk to about an average depth of 25 feet on to the granite below. The "muck," to introduce the phraseology of north country navvies, was excavated by divers, and when the rock was reached the bottom was closed with a "plug" of cement concrete, the water pumped out, and the interior filled in with granite masonry. Those who have only seen the site in the hot weather would scarcely believe with what force this little river can flow [illegible] velocity has reached upwards of 8 feet in a second; and with what speed the temporary [illegible] crumbles to nothing before the first freshet. The length of the bridge with its abutments is about 1,069 ft. At 43½ m. comes Tandur station, just beyond a large native village, surrounded by a high mud wall, and at one time by a moat also, but as this was too close to the projected line a drain was cut and the water led away. From this point about 18 months back, on the orders of the Nizam's Government, a road was cut 40 miles long to meet the Goolburga road at Shedashapett, a point 40m. from Secunderabad. The road never has been, and in all human probability never will be, used. Tandur was once a station for the Nizam's troops, and the large trees near give it a very pleasantly cool appearance. From this point the line runs along the Cogna river, and its pretty reaches are a very welcome variety after the previous monotony of the journey. At 45m. is crossed a branch of the Cogna by the Kundavelli bridge—5 spans of 60 feet; the next important bridge being at Koatpalli (53 m.)—6 spans of 60 feet. Here, too, are many pretty little bits of scenery, especially the rocks at the commencement of the Ghaut, and extending as far as Dharur—the line in places running along the side of a hill and having to the ordinary eye a very doubtful appearance. It is, however, raised on a half-artificial foundation, stones cut from above having been built in underneath some way. Beyond Dharur station, 56m., crop up basalt; the country near being unhealthy and feverish, the engineers had great difficulty in executing works owing to the reluctance of the villagers to work in so unhealthy a locality. The water is bad, doubtless on account of the excessive vegetation—the dead leaves falling into the wells and tanks. No village is visible for miles, and the coolies would not stay for any time in the place. Unfortunately the "lay" of the country required heavy banks and deep cuttings. At Boorgapalli, 66 m., is a culvert—6 arches of 12 feet each—at the bottom of a 40 feet bank; the work, though out of sight, is excellent. In one quarry near here was found columnar basalt in crystals—not unlike Fingal's cave—and much better than what was quarried elsewhere, which generally broke into conchoidal fractures. About mile 70 laterite hills are seen—of an igneous formation, not unlike lava. The rock is like petrified sponge, and has the appearance, with its air bubbles, of having been solidified into this state. As far as Pottapur these hills are flat-topped, with sides at first precipitous, but then sloping away more gently to the level of the plain below. From this point the line ascends gradually, and has entered the water-shed of a new series of rivers—having crossed first the Moosey (twice) by bridges of 5 and 8 spans, respectively, of 40 feet each—which, like a few of the smaller bridges on this part of the line, have plate girders again. The granite boulders (there are two kinds of granite near the line, one which may be burnt off in layers from larger rocks, the other in boulders which have to be split) become more frequent as we go on. There is a steady rise of about 1 in 150 for 8m. to 90m., whence the line leaving the Moosey valley on the right hand runs down into the plain of Hyderabad, through a granite country interspersed with scrubby bushes. Near 92m. is a remarkable trap dike running at right angles to the railway for miles. In this remarkable "fault" the boulders are about the size of a man's head, the granite being lifted on the Secunderabad side. At 93m. the cutting ends in a patch of black cotton soil, with little vegetation up to Telapur, 97m.—where commences the granite moorum, which lasts up to Secunderabad. Here is a bridge of two spans of 60 feet with Warren girders, apparently a bridge without an object, but the line crosses the bed of an old river, the country near is always swampy, and not very far off, but above the line, are several large tanks, and should any of these ever burst this bridge would allow the water to pass off. Of these tanks Hundimul is well known to Secunderabad shikarees. Up to Singarapalli station, about 100 miles, the country is fairly well wooded. It may be worthy of notice that this is the first point at which the line comes near the Goolburga Road, which here is only half a mile off, and the railway is crossed by the direct cut to Hyderabad, which passes near the Golconda tombs. The wild and deserted appearance of the country is varied for a short distance by a highly cultivated land, watered by a chain of tanks. About 105m. the line passes four hills of white quartz, which are occasionally seen on clear mornings from Trimulgherry shining in the morning sun. The Trimulgherry buildings can be seen from mile 107, and at mile 112 the end of the journey is near, for here the line bifurcates to Trimulgherry and to Hyderabad. To proceed up the *branch* to Trimulgherry, where, however, will be the engine and carriage sheds, the line first crosses one of the feeders of the Husain Sagar Tank by a bridge of four spans of 60 feet, and passing "Kirby's workshops," and the corner of "Bryce's race course," crosses a second feeder of the great tank by a bridge of two spans of 60 feet. Being now within cantonment limits the line rises a little, and suggests reminiscences of the Charing Cross line, as it looks down on house-tops and crosses the "James Bazaar" and another road by slightly skew bridges of plate girders. The second of these was not originally sanctioned by the Government of India, but was erected at the instance of the Cantonment Committee, who agreed to pay half its cost. The girders for this bridge were made in Bombay by Messrs. Nicol & Co. At "Kirby's workshops" is a level crossing without gates, the line being protected by a cattle catcher which has proved a success in America. A drove of cattle would on crossing the railway, see on either side of them a trench about 4½ feet wide, with perpendicular masonry sides—the said trench being covered by a grating of square iron bars about six inches apart, which being painted white would show in strong contrast against the dark cavity beneath, the idea being not so much that an animal would be unable to jump across the obstacle, but that its appearance would be sufficiently formidable to make him run straight along the road in preference. The rails are carried across the trenches on walls too narrow to allow of an animal passing along them. The Secunderabad station is fairly advanced towards completion, but will not be a handsome building. (It may be noticed here that the new spelling has been officially adopted for all stations on the line, except Secunderabad and Trimulgherry, the orthography of these last being settled by the common use, but this does not free those authorities from a charge of inconsistency as regards "Haidarabad.") The line passes on to its terminus at Trimulgherry by the old cavalry barracks—soon to be finally vacated, and by the back of the Trimulgherry rocks, ending at present near the intrenchment, the site for the station being not yet sanctioned. The extension to Bolarum, about 3 miles off, the quarters of the Hyderabad Contingent, has not yet been decided upon. The main line from the Husain Sagar Junction to Hyderabad runs along the N. W. side of the Husain Sagar Tank, and passing a pretty village and mosque at Khairatabad sinks into a deep, narrow cutting, which looks dangerously perpendicular to the unprofessional eye, to emerge alongside of a wall—of very bastard Mussulman architecture, but which is regarded as no small triumph by the Nizam's P. W. D. However, the ugliness of the wall cannot spoil the beauty of the garden it encircles, which was laid out at a great cost for the benefit of the public by the Nizam's Government and opened by Lord Napier in February last. Close adjoining this is the station, the buildings for which are not yet commenced. The site chosen for the terminus is quite 1½ mile from the main bridge over the Moosey and 2 miles from the centre of the city. It is rather hard to see why the line was not continued half a mile or more on towards the city. The total length of the line, including the branch, is 121 miles, approximately stated, the line not having been finally measured. The mile and gradient posts are strikingly neat and permanent, being of enamelled iron with blue letters on a white ground. At Wadi the line is 1,410 feet above the sea, at Ilampalli station, the highest point on the line, the rail level is 2,079. From this point it sinks to the Hussain Sagar Junction, where the rail level is 1,710ft., the average level of the tank being 1,680. At the Hyderabad terminus the rail level is 1,655; at Secunderabad station 1,770; at Trimulgherry 1,835 (in round numbers). The first 87 miles from Wadi as also the Hyderabad branch are laid with rails 60lb., to the yard on cast iron "pot" sleepers, both having been purchased by the Government of India for the Nizam's Railway from the Great Southern of India, when it was resolved that the latter line should be made on the metre gauge. The Nizam herein had the better of the Government of India, who offered him the rails and sleepers at cost price, having reckoned without their host, as iron had meantime risen considerably in England, and the G. S. I. refused to part with the rails except at their own price, so that the Government of India, having committed itself to the Nizam, had to pay the difference and, moreover, to deliver the rails at Wadi before the Kistna bridge was open, at a considerable extra expense for ferrying. The Warren girders referred to were at the instance of the Government of India, and after a very long discussion, purchased from the B. B. and C. I. Railway; they probably cost more than more modern (and new) girders supplied direct from England—before the discussion began; but [illegible] to give way. The rest of the line is laid with [illegible] Vignolle's rails, 60 lbs. to the yard, on creosoted pine sleepers, which, though not nearly so good, cost nearly as much as the other rails. We have omitted to mention that about 4 miles from Ilampalli station, the highest point on the line, a sanitarium has been proposed, on a plateau named Anantagherri, of several square miles in extent, and approachable from the station by a good road. Its height is about 2,510 feet above the sea. At this place is an ancient Hindoo temple with monolith—its popularity proved by the convergence to it of several old roads, and by the [illegible] [illegible] near. The valley near is thickly wooded.

Although Wadi is the actual point of junction, Shahabad will be the changing station. One train will run daily each way to meet the up and down trains to and from Bombay, so that passengers to and from the Madras side will have to spend a night at Shahabad, which is the residence of Captain Dobbs, Judicial Superintendent of Railways for the Nizam's Dominions. "An hotel" is advertised at this place for their convenience, and there is a fair refreshment room. It being impossible for the State Railway to arrange its time-table to meet both the Madras and Bombay trains, Madras has been thrown over entirely and thus *direct* communication with Bombay has been secured. The up-train will, for the present, leave Secunderabad at 6.30 A.M. and proceeding via Hyderabad reach Shahabad at 3.5 P.M., the down train leaving Shahabad shortly after the arrival of the through train from Bombay to Raichore, and reaching Hyderabad about 5 P.M.

The construction staff has consisted of an engineer-in-chief, (this office was filled by Major Meade, Ben. S. C. up to the end of 1871, and since by Major Pemberton, R.E.) and four executive engineers for the four divisions, viz., Junction Division at first Mr. J. M. Laffan then Mr. V. Rigby, and lastly Mr. J. R. Bell; Cogna Division, Mr. A. Izat, Ghaut Division, Mr. H. Rennels, and afterwards Mr. H. Dangerfield; Terminal Division, Mr. H. Tyndall. The assistant engineers having been Messrs. J. F. Birkenshaw, W. C. Rennie, C. C. Barlow (Lt. R. E.), Innes, Thomson, Wright, Captain Little, Ben. S. C. and Messrs. Winckler, James (Lt. R. E.) and H. Stone; the medical officer being Dr. North.

The expediency of running local trains from Hyderabad to Secunderabad will have to be considered carefully by the G. I. P. authorities. No doubt some increase in the staff would be required, but there is an immense traffic along both roads from the cantonment to the city. It has been estimated that quite 500 bullock carts, conveying on an average three natives, travel along these roads each way, daily. Besides this there would be a sprinkling of first-class season ticket passengers, as from the excessively high house-rent near the city, many officials are forced to live in Secunderabad, and would be glad to escape the road.

THE BANQUET.

Tents, to the number of about fifty, had been pitched for the guests in the gardens lately presented to the public by the Government of His Highness the Nizam, and opened by Lord Napier when he visited Hyderabad. These gardens, though they do not cover a very large space of ground, are so well laid out that they seem very extensive. There are many winding paths, which beguile one into the belief that he is constantly exploring fresh ground. Advantage has been skilfully taken, too, of all inequalities in the surface of the ground to introduce as much variety as possible, and in the centre of the gardens, where there is a good-sized lake, an artificial terrace has been constructed by digging out the land adjoining the lake to about the level of the water, and laying it out in flower-beds, the arrangement of which would do no discredit even to Kew Gardens. Flowers—especially roses and dahlias—flourish luxuriantly here, and every path is bordered with a profusion of them. On the bank above the lake on the left as one entered from the railway station, an enormous pavilion had been erected, capable of accommodating 400 guests; and here, at eight o'clock, the banquet to celebrate the opening of the line was held. The gardens had by this time been lighted up, the flower-beds being marked out by variously coloured glass lamps of a novel shape, something like the bottles in a chemist's window, and the paths in the usual way with a multitude of little lamps. The gas for the illumination was supplied by M. Silberger, who is now exhibiting the working of his Napthaline patent at Hyderabad. The lights seemed to be all too low down, making the trees in the dusk look like clouds of smoke; and it would certainly have had a prettier effect if some paper lanterns had been hung about in the trees also. Sir Salar Jung arrived early to receive his guests; and there were also present the Nawab Vikar-ul-Umara, the sons of the Nawab Shums-ul-Umara, and others of the leading nobles of Hyderabad. Mr. Saunders, the Resident, and Mrs. Saunders came at 8 o'clock, attended by his body-guard, and accompanied by Colonel Hastings Fraser, Major Tweedie, and Captain Trevor. General Blake, commanding the troops at Secunderabad, was also present, with a large number of officers from that station. Most of the ladies of the station also graced the banquet with their presence. The guests from other parts of India were comparatively few in number, and it was noticed as strange that not a single representative of the Supreme Government, of the Government of Bombay, or the Government of Madras, had thought it worth while to put in an appearance at a banquet, given to commemorate the emancipation of the most conservative and bigoted of the native States from its thraldom to the prejudice of exclusiveness. The most courageous act of a courageous life is the sanction given by the Nizam's enlightened Minister, Sir Salar Jung, to the opening up of the State by a railway; and one would have thought the great officials of India would be most anxious to congratulate him personally on his achievement. Perhaps it was owing to the absence of distinguished officials that no notice whatever was taken of the guests who had come in the after-dinner speeches, and that the task of proposing the health of the Resident was assumed, in not the best taste, by Major Tweedie, the First Assistant to the Resident, instead of being left to a stranger. Not that there is any doubt about the sincerity of the compliments paid by Major Tweedie, or the merits of Mr. Saunders himself, who is most courteous, obliging, and hospitable, and whose social popularity is very well deserved. Very cordial cheers were given for Sir Salar Jung, when the Minister's health was proposed. During the dinner we were entertained with music, not only by the usual military band, but by His Highness's pipers, who are dressed in full Highland costume, but with trews not kilts, and who actually play Scotch tunes on real bagpipes. The Nizam's Government has not yet imitated the Gaekwar in having regiments of natives wearing the Highland dress; but it seems a terrible profanation that even the pibroch of Donuil Dhu should now be liable to be travestied by an Indian bagpiper. When dinner was over, the Resident, Mr. Saunders, who sat on the right of the chairman, Sir Salar Jung, rose and said—

I will ask you, ladies and gentlemen, to fill your glasses and to join me in drinking the toast which my friend the Minister has allowed me to propose, and which is sure to be always warmly responded to in every assembly which like the present is composed for the most part of my countrymen. Although my friends the nobles of Hyderabad cannot actually join us in drinking toasts like the present, they fully sympathize with us in the feelings of loyalty and devotion to our Sovereign which dictate our national custom of proposing the "Health of Her Majesty the Queen and the Royal Family," on occasions of ceremonious conviviality like the present.

The toast was received with enthusiasm.

Mr. Saunders then proposed the health of the Viceroy and Governor-General, saying—I will now ask you to drink the health of His Excellency Lord Northbrook, the Viceroy and Governor-General of India. His Excellency would, I know, have been very glad to have been able to be present on this auspicious occasion had the duties of his arduous office not required his presence elsewhere; as I am well aware what a deep interest he takes, not only in His Highness's State Railway, but in everything which affects the welfare and prosperity of this State.

The toast was warmly received.

Mr. Saunders next proposed the health of the Nizam. He said—Although our right royal entertainer the youthful Sovereign of these territories is personally known but to a few of us, you will, I am sure, one and all join with me in drinking to his health long life and prosperity, and in invoking every blessing which the Almighty can in his bounty pour down upon him. (Applause, during which the toast was drunk.)

Mr. Saunders then said—Sir Salar Jung, Ladies, and Gentlemen,—it is now my duty and high privilege to offer to the enlightened Ministers of His Highness the Nizam Nawab Sir Salar Jung and the Amir-i-Kabeer, who, I regret to find, has not been able to be present at this festive gathering—first the congratulations of Her Majesty's Viceroy in India, and next the felicitations of this large assembly on the event we are met to celebrate. I cannot do better than convey the sentiments of His Excellency the Viceroy in the language of his Foreign Secretary, who writes as follows:—

His Excellency [illegible] the Government [illegible] Department of Public Works that [illegible] to [illegible] His Highness the Nizam's State Railway on the 8th October next.

2. His Excellency in Council desires me to request you to convey his cordial congratulations to His Highness the Nizam and his Ministers Nawab Sir Salar Jung, G. C. S. I., and the Ameer-i-Kubeer Shumsh-ool-Oomra Bahadoor on the completion of this important undertaking which connects the capital of His Highness's dominions with the railway system of India and brings it into direct railway communication with the three Presidency towns.

3. His Excellency in Council trusts that this railway, which was commenced in 1870 and has been undertaken on the responsibility of His Highness's Treasury and executed entirely from the resources of the Hyderabad State, will prove [illegible] in a financial point of view. His Excellency in Council is satisfied that it will [illegible] benefit to the territories and subjects of His Highness the Nizam, and he appreciates most highly the enlightened policy of the Ministers during whose administration the railway has been commenced and completed.

Ladies and Gentlemen,—I am sure that we must one and all endorse and reiterate the language I have just read. For my own part I am convinced that no greater boon could have been conferred on this State and its people than the railway which has just, by the liberal, enlightened, and public spirited policy of the Ministers, been given to it. Of course I freely admit that to the Government of India and our own countrymen it is a consideration of the first magnitude. His Highness's Ministers will not think less of it on that account, representing as I know they do our great satisfaction at those cordial relations of amity and alliance which have ever subsisted between the two Governments, and which it is the warmest wish of the Government whom I have the honour to represent on this memorable occasion may ever continue. I conclude with the sentiment—"May the Nizam State Railway prosper, and fulfil all those aspirations for its welfare with which we launched it to-day." (Loud applause.)

His Excellency Sir Salar Jung replied in a few words. He said that he was not accustomed to make a speech in English, and all he wished to say was that he most cordially thanked the company for all that was said of him and the Government of H. H. the Nizam. As he was not a speech-maker, he again thanked the Chairman for his kind expressions, and sat down amidst loud cheers.

Mr. Saunders then proposed the health of Major Pemberton. He said—It is the toast of the Nizam's Ministers, and to comply with it is a task most agreeable to my own feelings that we should not separate to-night without publicly proffering the acknowledgments both of His Highness, and of the local administration to Major Pemberton and officers the railway staff (a most efficient, zealous, and hard-working body of men), by whose combined exertions the great work has been accomplished, which we are met together this evening to celebrate. I wish we could have seen here to-night all the members of the engineering staff who originally started, and have industriously laboured, the present undertaking, and who, having played their allotted parts have gone their way to other spheres of duty; I wish in particular that Major Mead, the first superintending engineer, who threw himself into the undertaking with an energy worthy of the highest praise, but who, after having completed the survey of the line, as it at present exists, was obliged through ill-health to relinquish the work, and Lieutenant-Colonel Mayne, who, as my secretary and professional adviser for the last four years, has given me the most efficient aid in conducting the clerical and administrative work connected with the general control of the construction of the line—I wish these gentlemen had been here to take a part in these rejoicings. I would beg to assure those gentlemen that though lost to sight, they are yet to memory dear. To those who are present we can, however, return our thanks in person, and I would now request you to join me in tendering our acknowledgments to Major Pemberton, who has had the privilege and satisfaction of bringing this railway to completion in such a successful manner. (Applause.) It requires a very small stretch of imagination, even in one who is no engineer, to realize that the man who is at the head of an undertaking like the railway opened to-day has, apart from professional qualifications as an engineer, need of much tact, temper, judgment, and energy. I appeal to those who have worked under him to say if they have not recognized, as I have, the presence of these qualities in Major Pemberton. (Applause.) He has been ably seconded no doubt, as both Major Pemberton and the local administration must most gratefully acknowledge by the officers of the Executive Staff subordinate to him. Among the names whom I would more prominently bring to notice are those of Mr. Izat, whose masonry works, like the Cogna and other large bridges in his division, will long attest his engineering ability and his honest and most laborious work; Mr. Reynolds, who brought his ripe experience as an engineer to bear upon the construction of the Ghaut works; and Messrs. Bell, Tyndall, Dangerfield, Rennie, Rigby, and others; but, ladies and gentlemen, I am not a speech-maker, nor do I wish in a mixed assembly like the present to give an impulse to further speech-making, so I will not prolong these remarks any further. Ladies and gentlemen, our best thanks are due to the Railway Staff who are now retiring from the scene, and going away; to Mr. LeMesurier, whose absence owing to ill-health I much regret; and to Mr. Conder and those experienced and efficient officials of the G. I. P. Railway who are going to work our railway for us, and to whom in most perfect confidence we commit our charge. Before the former vanish altogether let us give them a toast and present an hearty cheer. (Loud applause.)

Major Pemberton replied—Mr. Saunders, your Excellency, Ladies, and Gentlemen—I agree most fully with one of the concluding sentences of the speech which has just been delivered by the Resident in which he said that it was undesirable on the present occasion to promote speech making, and I shall not therefore trouble you for many minutes. On behalf of the Railway Staff I beg to tender our warmest thanks to the Resident for the kind manner in which, at the request of the Nizam's Government he has proposed our healths, and to those assembled here for the reception which the toast met with. It is a source of great satisfaction to all to find that their endeavours to do their duty in their respective positions have met with approval. I was glad that in acknowledging the exertions of the Staff the Resident alluded to the services of Major Mead under whose orders this line was commenced, and who was obliged at an early stage of the proceedings to leave the country on account of ill-health, and was thus prevented from bringing his work to a successful conclusion, as he doubtless would otherwise have done. We must all feel for the disappointment which this must have been to him. The work which he did, however, including the whole of the preliminary and final surveys of the line, and the permanent working out, though not so much appreciated by the general public as the work of construction, involves much labour and expense and is a very important part of the operation. It is with regret that I find those present on whose behalf I am speaking to be only some five or six engineers, and these numbers will shortly be still further reduced, but I am glad that I have an opportunity of publicly acknowledging the very great assistance I have invariably received from all, not only in the higher grades, but also in the subordinate. From the senior Executive Engineer to the lowest subordinate all have worked with a will, and I think I may say that the different ranks have cordially co-operated in bringing the work to a successful issue. I would particularly desire that the services of the subordinates who are not present should be borne in mind. I do not intend to detain you by enlarging on the advantages of railways to the countries which they traverse, as these are well known to all. The opening of railways, too, in India, either in short or long lengths, is now a matter of such frequent occurrence that it is superfluous to do so. But it seems to me that there is one point in which the advantages to be expected from the Railway just opened are somewhat special. The line is the last link in the chain of connection between the capital of a Native State and of British India, not as many believe, yet between only two towns of the latter. A late writer of great power—now dead—alludes in eloquent terms to the advantages of the extension of communication between different nations in the way of removing prejudices and false ideas respecting one another bred by ignorance alone, and quotes instances showing how increased knowledge of each other has in particular cases led to greater friendliness. Thus he notes that in old days English writers held up to contempt the vices and frivolity of the French, and Englishmen in numbers thought themselves immeasurably their superiors. The French on the other hand thought we were little better than a race of barbarians without taste or sympathy for others, suffering from melancholy called spleen to an extent which drove numbers annually to commit suicide. These and other misconceptions the extension of communications and the consequent increased knowledge of each other has, to a large extent at any rate, removed. We see the same thing in private life. On first becoming acquainted with a person some prominent fault first attracts attention and engenders dislike. A further acquaintance, however, often brings to light good qualities of which at first we had no idea, and which in the end eclipse the bad and change dislike into esteem. I hope that in the same way the increased knowledge of each other by the Nizam's Government and its subjects, of the British in India, and of the latter of the former, which the increased facilities for travel afforded by this railway will give, may be the means of increasing their mutual respect and esteem. In the name of the Railway Staff I beg to thank all assembled here for the kind way in which our health has been given and received. (Loud applause.)

Mr. Saunders next said—I would now in brief words ask you to join me in drinking to the prosperity of the great company to which we have this day affiliated our newly-born offspring. I must now willingly bear testimony to the very conciliatory and liberal spirit in which the necessary negotiations for concluding with the local administration a satisfactory working agreement have been carried out by the executive and administrative officers of that Company, viz. Mr. LeMesurier, the able and experienced Agent of the Company, who has, I regret to say, through ill health been unable to attend, and Mr. Conder, the conscientious and most astute Traffic Manager of the Company. To Major White, the talented and very efficient Consulting Engineer to the Bombay Government, I must tender my warm acknowledgments for the professional advice and effective assistance he gave Major Pemberton and myself in bringing the above negotiations to a conclusion, which I have reason to believe and hope will [illegible] equally satisfactory to all [illegible].

[illegible] said—Ladies and [illegible] I beg to thank you for the cordial way in which you have responded to the toast of "Success to the G. I. P. Railway" with which my name has been coupled. I join with the Resident and many others in regretting the absence of the Agent of the Company. Mr. LeMesurier asked me to express his own regret to the Resident and also to His Excellency Sir Salar Jung, and to say that illness alone prevents his being present this evening. I hope most sincerely that all the wishes that have been expressed for the success and prosperity of the Nizam's State Railway may be fully and thoroughly realized.

Major Whyte also returned thanks.

Major Tweedie said there was one toast which they could not separate without drinking, and that was the health of the Resident, whose many good qualities were well known to every one in the station.

Mr. Saunders having acknowledged the toast, the company broke up.

The company then rose from table, and walked across to the opposite side of the lake, where there is built a fine garden-house overlooking the grounds. This house is to be pulled down, I hear, because it is considered unlucky on account of the late Nizam having died soon after visiting it. From it meanwhile we looked out at the fireworks and illumination. Round the further side of the lake, bamboo framework had been erected, and small lamps placed upon it at regular intervals; and, when these were lighted, the reflection of the mimic fortifications in the water below showed with what simple means the most beautiful effects can be produced. There was nothing particular in the fireworks; but they attracted a prodigious crowd, and so enthralled were the natives with the spectacle that I could not persuade any one, for love or money, to take a telegram for you to the Telegraph Office at the Residency, though, through Captain Trevor's kindness, I at last got a messenger. It was twelve o'clock before the party broke up, and most of us who had come from Bombay were glad enough to get to bed.

THE WATER PARTY AND BREAKFAST.

This morning we were aroused from refreshing slumbers at a cruelly early hour, to start at half-past six for a sail on the Meer Alum lake, and afterwards to breakfast at the Jah-Noomah, the house of Shums-ul-Umara. Carriages and elephants were waiting to take us to the lake, about four miles from Chudderghat. I was among the earliest who started, but the Resident's party were before us, and had gone off in the little steamer, when, after crossing the river Moosey by its quaint old bridge of many arches and going some distance up the bank we reached the shore of the lake. The first ordinary mail train for Bombay was just starting as we passed the station, and it carried, I hear, more than 300 passengers, a very good beginning. At the lake, we jumped into a sailing boat manned by a crew of two men and two women, and went in chase of the steamer. Our "ladies of the lake," though not so fair as Ellen Douglas, knew how to manage their little craft well, and we skimmed along at a dashing pace before the strong cool breeze, which soon freshened us up amazingly. It was not long before we reached the steamer and were taken on board, and the sailing boat then went back to fetch some of our companions who, having ridden on elephants, came straggling in by twos and threes up to the time we landed and were starting for breakfast. The little steamer is like one of the Suez Canal boats, and we sailed about in her with great enjoyment for an hour over the great expanse of water. This Meer Alum tank was constructed seventy years ago at the cost of Meer Alum, Sir Salar Jung's grandfather, who commanded the Nizam's Contingent allied with the British troops in the campaign, which ended in the capture of Seringapatam. Meer Alum's share of the prize-money amounted to 9 lakhs, and he had the public spirit to spend the whole of this money on a bund to confine the drainage water from the hills, surrounding what is now the Meer Alum lake. The bund is an engineering curiosity. It is about a third of a mile long and forms a great semi-circle, the face of which is indented by seventeen bays or inverted arches, so that the whole pressure of the water is thrown upon the strongly-buttressed piers separating these arches. The architect was an English officer, Mr. Russell, who also built the Residency at Hyderabad. The scenery round the lake is very striking. The country here and for many miles around Hyderabad is dotted with heaps or hills of great granite boulders which group themselves into the most fantastic shapes, and seem to set the law of gravitation at defiance by the way in which they support huge masses of rock on the very smallest base. I am assured, however, that there are no rocking-stones to be found amongst these boulders, and that they are not arranged anywhere in such a way as to suggest a resemblance to the cromlechs of Europe. On the rising ground at a distance from the lake we could see the white buildings of Secunderabad and beyond it Trimulgherry, while in another direction a dark-looking fortified hill was pointed out as Golconda. Nearer at hand was plainly visible the Mecca Musjid situated in the centre of Hyderabad. Landing after our cruise, we drove off to the Jah Nameh, passing on the road several regiments of the Nizam's army drawn upon parade. The soldiers were [illegible] in the shako and short-waisted scarlet coat with which old prints have made us familiar as the dress of the British soldier at the beginning of this century.

THE STRANGE HOUSE OF SHUMS-OOL-OOMRAH.

Our host this morning, Shums-ool-Oomrah, Ameer-i-kubeer,—as he is a Conservative we may be pardoned for spelling his name and title in the old style,—is an uncle of the present Nizam and co-Regent of the kingdom with Sir Salar Jung. He is the head of the old Mussulman party which is opposed to all innovations, and it was he who tried to prevent the late Nizam from accepting the Star of India, as the decoration would, he argued, make His Highness a chuprassee of the Queen. He is understood to be bitterly hostile now to all Sir Salar Jung's schemes of reform in the government or in society. The two men are strangely contrasted with one another in outward appearance as well as in policy. Shums-ool-Oomrah is an old, decrepid-looking man, who has his food measured out to him and cannot walk up-stairs; Sir Salar Jung is one of the manliest-looking natives I ever saw, and his intelligent face and unaffectedly amiable manners charm every one who approaches him. It is curious, by the way, that neither he nor any of the other leading Mahommedans of the Deccan wear beards; and I believe there are few of them who are fanatical in religious matters. They evidently keep up one good custom which was common enough in India a hundred years ago, but which in most places has died out, of associating freely with Europeans and sitting down to eat and drink at the same table with them. Shums ool-Oomra himself has no prejudice on this score. He has two grown up sons, while Sir Salar Jung's eldest son is still only a boy. He received us in the durbar room of his house, where there was the usual ceremonious delay. The Resident then got up, and with Sir Salar Jung on one arm and Mrs. Blake on the other, led the way upstairs to what seemed to be the top of the house. On stepping out, however, we found ourselves in a large, hanging, or rather raised, garden, through which we proceeded to a garden house at the other end, in which there was another durbar room. Here we waited again for our host, who was carried up in a palanquin, and then we went, nothing loth, to breakfast. They seem to have great taste in gardening, at Hyderabad, and it were much to be wished that either the Ameer-Kubeer's or the public gardens could be transported to Bombay to revive what is evidently a lost art in that city. After breakfast we went down by a sloping walk to the back of the garden house into another garden, where also there were two wretched-looking tigers, some birds, and a couple of beautiful Persian cats. At the end of this second garden was yet another house, with its rooms crammed full as all the others had been of the strangest jumble of things valuable and worthless, artistic and childish. Wardour-street and the Lowther Arcade thrown into one might give the reader some faint idea of the miscellaneous collections of odds and ends exhibited in these and other native houses. One of the things we were invited to admire was a model of a man sitting with a tub before him, from which a fish leapt into his mouth, and, being swallowed, passed out into the tub again, and repeated the same process *usque ad nauseam*. There were also musical boxes, clocks worked apparently by water, and athletes and cobblers kept in motion by machinery. There were, of course, too, mirrors and chandeliers in profusion, and some pictures of more than questionable art and taste. The best thing in the house was the painted [illegible] of the ceiling, which was a piece of really good Oriental work. The climax of the show was reached, when in the road before the farther window was paraded a baby elephant, twenty-two days old, and not much bigger than a calf, with its mother. When a lady had pronounced this young elephant "sweetly pretty," everybody felt that it was time to go away; and, the Ameer having presented us with a couple of bottles of otto of roses each, we returned to camp about noon.

AMATEUR THEATRICALS.

Since my return I have been busy writing to you, and have not gone out to the Amateur Theatricals and Ball at Secunderabad to-night, of which, however, I enclose you an account by a distinguished critic.

The performances of the Dramatic Society in the Public Room, Secunderabad, were a success in every way. There was both a full and fashionable house, and the two screaming farces of "Boots at the Swan" and "Slasher and Crasher" were concluded with most deserved applause. Captain Trevor as Captain Friskly in the first showed himself as usual master of his situation. His voice, perhaps, evinced slight signs of want of practice, but the audience rewarded him with sufficient tokens of approval. We hope to induce him to resume the buskin a little more frequently. The character of the "Boots" had also a very efficient representative in Mr. Hadaway. Captain Franks played the part of Slasher in "Slasher and Crasher" capitally, and the same may be said of all the other characters, whilst the ladies in both pieces performed with care and grace. The Resident and Sir Salar Jung honoured the performance with their presence, and after the curtain dropped the whole party adjourned to the Public Rooms, where dancing was kept up till a late hour.

The following is the programme:—

BOOTS AT THE SWAN

AN ORIGINAL FARCE IN ONE ACT

by

CHARLES SELBY.

CHARACTERS.

Mr. Henry Higgins	Mr. Bunbury.
Frank Friskly	Capt. G. H. Trevor.
Peter Pippin	Mr. Bunny.
Jacob Earwig (*Boots*)	Mr. Hadaway.
Miss Cecilia Moonshine	Mrs. Morant.
Emily Trevor	Mrs. Gore.
Sally Smith	Mrs. Chick.
Betty Jenkins	Miss Christie.

To be followed by the laughable Farce, entitled,

SLASHER AND CRASHER

by

JOHN MADDISON MORTON.

CHARACTERS.

Mr. Benjamin Blowhard	[illegible] Clay.
Mr. Sampson Slasher	Capt. Franks.
Mr. Christopher Crasher	Major Campbell.
Lieut Brown	Mr. Chick.
John	Corpl. Mason.
Miss Dinah Blowhard	Mrs. B[illegible].
Rosa	Mrs. Chick.

MISCELLANEOUS.

We have had a tolerably heavy shower of rain this evening.

To-morrow morning the young Nizam holds a durbar in the city at 8 o'clock; and in the evening we all go to dine with Vikar-ool-Oomrah, the brother of our host of this morning. A Ball at the Residency on Monday evening concludes the festivities.

When the train came in this afternoon it was found that the Bombay mail had been left behind at Shahabad, and that the intelligent postmaster, a Madras man, had sent on the Madras mail in a lorry!

Last night an engine ran into a lorry near the station, and a coolie was killed. The permanent way inspector had a narrow escape.

Major Pemberton had a narrow escape this morning. A horse he was driving in a dogcart kicked his heels over the splashboard, and could only extricate himself by breaking a shaft and bringing himself and the trap to the ground. Fortunately, the occupants of the dogcart were not injured, though some of us, who were following in a waggonette, nearly came on the top of them.

TO CLEAR A ROOM OF MOSQUITOS.—Take of gum camphor a piece about one-third the size of an egg, and evaporate it by placing it in a tin vessel and holding it over a lamp or a candle—taking care that it does not ignite. The smoke will soon fill the room and expel the mosquitos. One night, not long since, I was terribly annoyed by them, when I thought of and tried the above, after which I neither saw nor heard them that night, and next morning there was not one to be found in the room.—*American Paper.*

A HIATUS in a theatrical placard caused by an oversight or a practical joke has lately mystified the public of Bordeaux. The talented actress Mdlle. Paola Marie has been delighting playgoers in that city; but as the time of her sojourn on the banks of the Garonne drew to a close the manager of the Theatre Francais posted up a notice stating that the engagement of Mdlle. Paola Marie expiring on Friday next, the "Perichole" would be played but four times more. The words "the engagement of" did not, however, appear on the placard, which therefore bore the sinister announcement that, Mdlle. Paola Marie expiring on Friday next, the "Perichole" would be played but four times more. The faithful admirers who hastened to pay their last homage to the popular actress and to witness these four "positively the last" performances, sought in vain, it seems, for any symptom in the countenance and manner of their favourite of a state of health justifying so serious a reason for the cessation of her performance of the part of Offenbach's lively heroine. They took care, however, in spite of many favourable signs, to keep on the safe side by showering down in the shape of boquets as many "sweets to the sweet" as graced the fair Ophelia's funeral.

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BOMBAY.

The *Bombay Samachar* learns that a seat on the bench of the Small Causes Court at Bombay has been offered to Mr. Hormusjee Dadabhoy Vakil.

Criminal Breach of Trust.—One Shaik Rahimoon, residing at Falkland Road, complained on Saturday last that his servant had committed criminal breach of trust in respect of Rs 12 and absconded.

Theft from a Gentleman's Stables.—A Mr. Pestonjee Muncherjee's ghorawalla reported to the police that on the night of Saturday last, a carriage lamp valued at Rs. 6 was stolen from his master's stable.

A Mill Owner's Association.—The *Jam-e-Jamshed* hears that arrangements are being made to start a Mill Owners' Association in Bombay, and that a meeting of the owners of spinning and weaving mills will be called at an early date to consider certain proposals for their benefit.

Death from Apoplexy.—A coroner's inquest was held on Saturday evening last on view of the body of Peter Simmonds, late carpenter on board the Turret Ship Abyssinia, who succumbed to an attack of heat apoplexy at the European General Hospital. The Jury returned a verdict accordingly.

Theft of Clothing.—A Mr. Benn, residing at Bellasis Road, reported to the police the loss of a black cloth suit of clothes and other pieces of wearing apparel. The articles are supposed to have been stolen from his bed-room on the night of Friday last, by some one who must have entered by an open window which faces the race-course.

A Fatal Accident.—A little native girl was, on Saturday last, swinging on a gate at the New Spinning Mills near Falkland Road, when the staples were suddenly dislodged from the post causing the gate to fall upon the child and crushing her to death. An inquest was held in the course of the day, when a verdict of accidental death recorded.

A Carriage Accident.—On Saturday afternoon last while a coachman in the employ of a Mr. Bellasis was driving his Master's empty buggy near the Church Gate Station, the horse became restive and ran away at a furious pace. The shafts were wrenched out and the driver thrown out violently. The horse bolted in the direction of Bori Chunkla, where it was eventually secured after much trouble.

Theft from the Person of a Child.—One Woomallee Calliarjee reported to the police that on Friday last between 3 and 4 o'clock in the afternoon his little daughter was enticed away from Lohar Chawl to the esplanade by some person unknown, and ornaments to the extent of Rs. 30 removed from her person. She is unable to describe the thief, of whom no trace has yet been discovered.

PASSENGERS BY THE HOMEWARD MAIL.

The P. and O. Co.'s s. s. Lombardy, Captain E. M. Gilleon, will sail to-day for Southampton, via the Canal with English mail and the following passengers:—

For Southampton.

Mrs Depnec and two children.	Mrs E Thorn.
Mrs Willoughby Osborne.	Mr Harvey.
Mrs W J Sharp.	Professor Oughtrey.
Mr and Mrs E Cunningham and two children.	Mrs J A Sinclair.
	Mr A C K Allaway.
Mrs J J Wood and child.	Mr N Austin.
Mrs Ross and infant.	Mrs Pocock and infant.
Mrs A K Macpherson and two infants.	Mr and Mrs Savage and infant.
	Mr Hitchilling.
The Hon'ble G A Hobart.	Mrs Colley and three children.
Mr John Mellish.	Mr J Bagly and two children.
Captain Grant.	Colonel Risch.
Mrs Williams and child.	Major Baseve.
Mr G J H Glinn.	

For Brindisi.

Colonel A H Fanan.	Mr R H Fronde.
Colonel T A Carey.	Mr R Belchambers.
Mrs General Olpherts.	Lieut Drury Lowe.

For Venice.

Major A H Justice.	Mr Hayburst.

For Malta.

Mrs and two Misses Scott.	Sir Michael and Lady Westropp.
Miss de Bolsis.	
Miss Stone.	

BOMBAY PORT TRUST.

Excerpts from the proceedings of a meeting of the Trustees of the Port of Bombay held on the 8th instant.

Read letter to the Secretary to Government, Marine Department, dated 19th September, enquiring with reference to the 4th para. of the Government of India's letter, dated 24th August, regarding the Dock Scheme, whether it is understood by Government that the expression "Mr Ormiston's original scheme" refers to the scheme the estimate for which is dated 15th January 1874, and pointing out that if this is so, the decision involves the retention of the Eastern, or Elphinstone cross channel.

Read Government Resolution No. 1249, dated 5th October, forwarding copy of the following telegram from the Government of India to the Government of Bombay:—

"Your telegram of yesterday. Ormiston's scheme estimate of January is referred to."

Resolution.—To be recorded.

Submitted petition against the levy of fee on boats from other Bunders taking shelter in the Trustees' basins, signed by Dyal Poonja, Hurry Banjee, and 401 others.

Resolution.—Consideration postponed.

Read Memo. from the Deputy Conservator, dated 1st October, forwarding Mr. Pilot Lowsby's report, and also report by the Captain of the s. s. Almora, regarding a collision between that vessel and a salt boat which afterwards sank.

The Deputy Conservator states that the accident appears to have been the result of ill-judged action on the part of the people in the boat: and the Pilotage Committee agree in considering that no blame is to be attributed to the Pilot.

Resolution.—To be recorded.

Read report by the Deputy Conservator, dated 23rd September, stating that, as the life saving rocket apparatus can only be used from Malabar Point, and as a ship has never been endangered there, the annual expenditure on rockets for practice with the apparatus unnecessary.

Read minutes of the Pilotage Committee thereon.

Resolution.—A supply of rockets may be obtained, but the annual practice should be limited to 3 per annum. Another application should be made to Government to keep these rockets in the Arsenal.

BOMBAY FOOTBALL CLUB ATHLETIC SPORTS.

On Saturday afternoon, the Bombay Football Club brought its season to a close by Athletic Sports, which were held on the Esplanade. The spot chosen was the western side of Rotten Row. Tents were pitched for the accommodation of visitors, and a goodly number of the fair sex graced the sports with their presence; and from the interest they evinced in the different events we feel sure that they thoroughly enjoyed the afternoon's entertainment. Of the sports themselves we must speak in high terms, the events being nearly all well contested, and it was a pleasing feature to see so many taking part in each competition and so giving life to the affair. Tennent was in great form, winning all the prizes he tried for, excepting the Long Jump, and in that he was only a quarter of an inch behind the winner. Altogether the sports were a great success; the only thing we have to regret is the accident which befel the rider of Sitonishead in the Pony Scurry. We hope, however, that the gentleman may be all right in a day or two. The band of the 20th N. I., by the kind permission of the Colonel and officers, was on the ground and discoursed sweet music.

The sports commenced at 3-45 p. m. with

Drop Kicking.—There were nine entries for this event, but only four tried the drop. Tennent by a capital kick took the first prize. Cassels was a good second. The distance kicked by the winner was about 60 yards. Then followed the

Long Jump (open).—This was a most interesting competition, the best jumping being made by Roberts, Tennent, and Read. Roberts, whose jumping was the theme of admiration, won the prize, beating Tennent by a quarter of an inch, Read a fair third. Winning jump, 16 feet 9¼ inches.

After this came the

200 Yards Hurdle Race (open.)—This race was never in doubt, for the Invincible Tennent went away with the lead and came in an easy winner by six yards. Hardcastle second, and Goslin third.

The next thing on the card was the

High Jump (open).—Read, Roberts, and Crawford, all jumped in good style, the prize falling to Read, who cleared 4 feet 10 inches and could have improved on that height if necessary. Crawford and Roberts tied for second place.

The course was then cleared for the

100 Yards Flat Race (open).—To a capital start the lot got away well together, and after a close and exciting race Cooper passed the tape first, closely pressed by Goslin who was a good second, the rest well up. Nine ran for this race.

Putting the Shot (open) followed, and Tennent, after a little trouble, disposed of his adversaries, winning by a few inches from H. Turner. Boevey was a good third. The distance "put" was 23 feet 6 inches.

150 Yards Handicap.—Nine started for this race which proved another victory for Tennent, who started from scratch, the other men receiving from 4 to 12 yards start. By the time half the distance was traversed Tennent was well to the fore and going at a clipping pace passed the winning post four yards in advance of the second man Roberts, who started with eight yard to the good. Stuart Hunter came in third. The remainder were all over the field, and as Tennent was easing up on his way home he turned round and had a look at them, which comforted him.

After a short interval came the

Foot Ball Race, 150 Yards.—This was run in two heats, four men in each heat. Each competitor, provided with a football, had to kick it on before him, and the uneven course the ball at times took made this event an amusing and interesting one. Heat 1.—Cassels looked all over a winner until near the goal, when his ball took a turn to the left and the heat resulted in favour of A. Hunter, who had the merit of keeping his ball straight in front of him. Heat II.—Crawford came in an easy winner, the other three who started being rather unfortunate.

Final Heat.—Crawford, Campbell and A. Hunter started in this heat. Soon after starting Hunter's chance of winning was spoiled by an accident, and Crawford won as he liked.

The above race over considerable excitement prevailed, next event being

The Pony Scurry.—Distance about ½ a mile, over about a dozen hurdles. There were seven entries for this race, and all came to the post, the only change from the card being that Mr. Griffiths' *Balaclava* having broke down in training his second string St. Patrick was at the last moment put in with the consent of all parties. *Sitonishead* was the favorite, though Coxwain found many admirers when taking his preliminary canter. To a capital start the lot got away, St. Patrick leading at the first hurdle, Dusty Bob in close attendance, and the rest well up. Coming round the bend, Sitonishead shot to the fore, Trumps, Dusty Bob and Coxwain going well together. About half way up the straight Sitonishead in taking a hurdle came to grief, and we regret to say that his rider received severe injuries. The race was now left to the three horses just named. Coxwain, who was well and patiently ridden won rather easily by two lengths. Trumps beat Dusty Bob by a quarter of a length for second place. St. Patrick fell at one of the hurdles, his rider escaping without hurt. Taggy walked in with the crowd and was much admired.

Three Leg Race.—First heat.—This was a most amusing and exciting race, the finish between Turner and Cartwright and Hardcastle and Roberts being remarkably fine, resulting, as it did, in a dead heat. In the deciding heat Hardcastle and Roberts fell, and thinking the race over did not persevere until they beheld Turner and Cartwright also in difficulties. A good race in, notwithstanding an interesting accident to Turner, ended in favour of Turner and Cartwright.

The last event was

The Palki Race, which proved great fun to the spectators. Six Palkis started after the owner had run 20 yards and got inside. After a very closely contested race Mr. Hardcastle's palki-wallas won by about six inches. Mr. Forrest's palki coming in second.

This brought the sports to a conclusion, and we congratulate the committee on the great success of the meeting, the arrangements being perfect. Nor must we forget the judges—Mr. H. Maxwell, Major Gibbs and Mr. Latham—to whom the club owe many thanks. Mr. Forbes-Adam acted as starter, and the capital starts made in every race show how well he performed his duties.

The prizes, very handsome cups, were then distributed by Mrs. Latham, and as each winner stepped forward to receive his prize he was greeted with a round of applause; Tennent, who took away no less than four cups, coming in for an ovation.

The prizes being given away three cheers were called for on behalf of the Honorary Secretary of the Football Club, Mr. Tennent, and they were heartily given. Three ringing cheers were then given for the President, Mr. Maxwell, and after three for the ladies and "one more," the company separated after the most pleasant afternoon's enjoyment we have had in Bombay for this many a day past. May we have such another soon.

THE WRIT OF MANDAMUS TO THE SENIOR MAGISTRATE.

Late on Friday evening last, Mr. Inverarity, instructed by Messrs. Jefferson and Payne, on behalf of Vastaram Tribhowundas, appeared before Mr. Justice Marriott at the High Court, to move absolute a rule *nisi* granted by his Lordship on the preceding day, calling upon the Senior Magistrate of Police, C. P. Cooper, Esq., to show cause why a *mandamus* should not issue, directing him to proceed with the determination of the matter of the complaint in the affidavit mentioned. The Advocate-General, instructed by the Government solicitor, appeared on behalf of the Senior Magistrate; and Mr. Telang, instructed by Mr. Shamrao, appeared for Damodhurdas Luckmidas, the prosecutor in the police case.

The Advocate-General commented upon portions of the affidavit of the applicant, which was, he believed, substantially correct except in one or two points to which he would refer, and which stated a considerable quantity of irrelevant matter. Two things appeared to be clear upon that affidavit, first, that the charge was brought before Mr. Nana Morojee, and second, that it was of a very serious character. There were twenty-three different charges alleged to have been committed during a period of three years—a systematic practice of defrauding the firm by which he (the applicant) was employed. The learned counsel produced the charge sheet, which showed that, on the 21st September, 1874, Mr. Nana Morojee remanded the accused till the 28th idem, pending the arrest of the second defendant. The order made by Mr. Cooper on the 28th September was to this effect:—Remanded to the 7th prox. The books to be deposited in Court, and accused to give security. Now upon the affidavit, the only ground for asking for the interference of the Court was that stated in the 13th para—that his (applicant's) solicitor pointed out to the Senior Magistrate that he had no power to remand his client for three weeks. The question of the amount of bail did not arise here; and if the accused was not satisfied, he might apply to this Court to get it reduced.

His Lordship said Mr. Inverarity's argument was that the magistrate had no power to remand for three weeks.

The Advocate-General said it was then for his learned friend to show that. It was a matter, he submitted, perfectly in the discretion of the magistrate. There was no legal obligation on a magistrate to remand a case for any particular period. The arrangement of business in the Police Court was a matter with which the Judges of this Court had no power to interfere. Mr. Nana Morojee unfortunately fell ill and went on privilege leave; and the Senior Magistrate had his own, besides the business of Mr. Nana's Court, to attend to. The learned Advocate thought this Court could not tell a magistrate that he should take up this business or that—it was a matter perfectly in the magistrate's own discretion. Unless, therefore, the applicant showed that a remand for three weeks was forbidden by law, the application must fall to the ground. The whole point lay in this, was Mr. Cooper acting illegally in granting the remand? If not, the application must fail to the ground. It appeared from the affidavit that Mr. Nana Morojee was of opinion that this was not a case for bail. In England, the practice in such cases is regulated by statute; in India it is regulated by the Police Act, and the Criminal Procedure Code does not apply. The learned Advocate submitted that the rule *nisi* ought to be discharged, and as against the magistrate, with costs.

Mr. Telang said he also submitted the same objection as the Advocate-General. Section 101 of Act 13 of 1856, the Police Act, gives power to a magistrate to adjourn a case from time to time, and during such adjournments to let out a defendant on bail or to keep him in custody if bail is not accepted. Where the Legislature had given such distinct power, the learned counsel submitted this Court would not interfere. Mr. Telang referred to several English cases—the King v. the Justices of Kent, East's Reports, 346; Tapping on Mandamus; Exparte Beck, 3 B. and A., 704; the King v. the Justices of the West Riding of Yorkshire, 5, B. and A., 172, and 1 Madras High Court Reports, the only Indian case in point he could find. He urged that, in England, where the Legislature gave the magistrate a discretion, the Court of Queen's Bench refused to interfere even if injustice had been done, or the discretion had been exercised harshly, which was not complained of here. Generally the principle laid down in Tapping was that, where the Legislature gives discretion to a magistrate, that was not a case in which a higher court would interfere. The case for the applicant could not be put higher than that the magistrate exercised his discretion harshly, but even if such was the case here, it would not give his Lordship power to interfere by a writ of *mandamus*. It must be shown by the applicant that the magistrate had omitted to do that which he was called upon by the *mandamus* to do. That had not been shown; and his Lordship could not construe out of the affidavit any neglect on the part of the magistrate. The great principle in such cases was that the applicant must make out a very clear case for the Court to interfere. Mr. Telang read the affidavit made by his client, which contradicts the applicant's statements as to the groundlessness of the charges preferred, and avers that the adjournment cannot now prejudice either the applicant or his business; and that the application was made only to prevent the discovery of further defalcations. The learned counsel said his client's affidavit showed that it was in the interest of justice and to save his client unnecessary expense that the other accused, an accomplice, should be tried together; and that the case was therefore properly adjourned by Mr. Nana Morojee until the second accused could be arrested. Both on the facts and on the law Mr. Telang submitted the rule ought to be discharged with costs.

Mr. Inverarity, in reply, urged that the simple point in the case was, was the remand of the 7th inst. a reasonable or an unreasonable remand? If it was for an unreasonable time, the Court, he submitted, would certainly interfere to set the magistrate right. The Senior Magistrate assumed that, because Mr. Nana Morojee had received the information, he was the only proper person to hear the case. Mr. Telang had put the case on a different footing—he argued there was no unreasonable delay, because it was necessary that the two accused should be tried together, and that the accused should be remanded until the other person, whom he called an accomplice, was arrested. Now Mr. Inverarity denied that there was any conspiracy between his client and the second accused. The prosecutor's reason for applying for a long adjournment was that he would be put to considerably greater expense if the two accused were tried separately—a more monstrous proposition than which, said the learned counsel, was never put before a court of justice. Greater expense to the prosecutor was urged as a strong reason for keeping a man in jail until some one else, who was also charged by the same prosecutor, could be arrested.

Mr. Justice Marriott—The matter stands this way, whether the postponement to the 28th October is an unreasonable postponement? That is the only point.

The Advocate-General—My learned friend may take it for granted that expense to the prosecution was not the consideration on which the magistrate granted the remand.

Mr. Inverarity said he thought a man of Mr. Cooper's common sense would not have done it, still he must notice the point which was raised by his learned friend Mr. Telang. Now, there had been no reading of the information and no cross-examination until the 28th September, that is for eight days after the applicant surrendered himself. The last remand on the 7th inst. until the 28th was certainly a very unreasonable one. The information was laid on the 18th September; the applicant surrendered himself on the 21st; and unless his Lordship granted a *mandamus*, his mouth will be shut until the 28th October. Would his Lordship rule that a man, who was accused of criminal breach of trust on the 18th September, was not to have an opportunity of confronting his accuser, or putting him a single question on cross-examination, and thereby clearing his character in the estimation of his friends and the public? That would, the learned counsel submitted, be the effect of his Lordship's refusing the present application. Mr. Inverarity urged that the same principle applied whether the prisoner was in custody or on bail. On the 7th inst. the accused was again placed before the Senior Magistrate, when the prosecutor brought forward the plea of greater expense to him and the case was postponed until the expiration of the privilege leave obtained by Mr. Nana Morojee. Now, Mr. Inverarity contended that Mr. Cooper was as much seized with the case as Mr. Nana Morojee was; and the learned counsel said he never heard a more monstrous proposition urged than that a magistrate, who had been seized with a case, was the only proper person to hear it. Supposing that Mr. Nana Morojee had obtained leave for three months, would the fact that he had been seized with the case be a bar to another magistrate hearing it? If Mr. Cooper had obtained leave to England for six months or a year, would a prisoner, against whom he had received an information, be remanded until his return to Bombay? The applicant did not ask that Mr. Cooper should hear his case if he had no time to spare for it; and he had applied that his case might be sent to Mr. Dossabhoy Framjee, but the application was rejected. What the learned counsel objected to was that his client's case should be postponed until the expiration of Mr. Nana Morojee's privilege leave. On the 7th inst. the case was postponed until the 28th—that is, for over five weeks since the applicant surrendered himself he was to have no opportunity of confronting his accuser or clearing his character in the estimation of his neighbours and the public. Mr. Inverarity cited Tapping on Mandamus, p. 109, to show that a writ of *mandamus* does lie to inferior courts in cases like this. As to what was a reasonable remand, his Lordship would be guided by analogous cases in England and India, wherein the practice was shown to be to adjourn a case for a reasonable time only. Here the accused had been unable for more than a fortnight at least to confront his accuser. The learned counsel cited 2 Crowe, p. 289, to show that there can be no distinction between a remand to jail and a remand on security; for at any moment the accused was liable to be taken before a magistrate by the sureties and to be sent to jail for the rest of the period of remand. Section 21 of 11 and 12 Victoria, chp. 42, gives three days for a verbal and eight days for a written remand; and section 164 of the Criminal Procedure Code provides that a remand is not to exceed fifteen days. The English and the Indian law made no distinction between a remand on bail and a remand to jail; and a reasonable remand must be under fifteen days and should not exceed fifteen days. It was ruled in Davis v. Cabbard (10 B. and C., 28) that if a magistrate does not adjourn a case for a reasonable time, he does an act he is not authorized by the law to do. In that case the Court held that fifteen days was an unreasonable time except under special circumstances, and that it was incumbent on the magistrate to prove the special circumstances. That Mr Nana Morojee had obtained privilege leave for three weeks was no excuse for the unreasonable remand; and if three weeks was a reasonable time, why should not six weeks or six months be reasonable also? If his Lordship issued a *mandamus*, Mr. Cooper would say whether he or Mr. Dossabhoy Framjee would proceed with the case; and this was, said the learned counsel, a very strong case for the Court to exercise its discretion of interference. Mr. Inverarity asked his Lordship to make the rule absolute.

The Advocate-General insisted upon his right to reply, as he appeared in this case for the Crown. He commented upon the cases cited by Mr Inverarity as inapplicable, and contended that a distinction was made in England between bail cases and prisoners' cases.

Mr. Justice Marriott, in disposing of the matter, said that under section 101 of the Police Act, the discretion to remand a case was clearly vested in the magistrate; and although no limit was fixed as to time, it was understood that the magistrate must exercise a reasonable discretion. If this Court was satisfied that the discretion had been exercised unreasonably in any case, it would be bound to interfere. But the interference of the Court would depend upon the circumstances of the case that was presented. The circumstances of this case, his Lordship remarked, were rather unusual and peculiar. The information was laid and a warrant granted on the 18th September, and on the 21st idem the accused surrendered himself. Unfortunately Mr. Nana Morojee, who issued the warrant, took ill and the accused was detained in custody until the 28th September. An application for bail was made on that date to the Senior Magistrate, Mr. Cooper, who, for want of time, postponed the matter until the following day. On the 29th, Mr. Jefferson again applied for bail, and on that day bail was accepted. The case was a heavy one and the charges were serious and complicated; and Mr. Cooper adjourned the case until the 7th inst. It then appeared that Mr. Nana Morojee was seriously unwell, so unwell that he had to apply for three weeks' privilege leave, which would expire on the 28th inst.; and Mr. Cooper made a further adjournment until that date. Although undoubtedly it was a long adjournment, and although it was highly desirable that the investigation of cases in the Police Court should take place as early as possible, still, owing to the heavy character of the case—taking into consideration the fact that the information had been laid before Mr. Nana Morojee who had refused bail for certain reasons—and taking into consideration the important fact that the situation of [illegible] had been relieved by Mr. Cooper, who accepted bail—taking all these circumstances into consideration, his Lordship could not come to the conclusion that Mr. Cooper had exercised such an unreasonable discretion as would justify the interference of this Court. On the matter of the present application, his Lordship thought it was unnecessary for him to go into any of the arguments addressed by the counsel for the applicant. If his client was further prejudiced, he might make another application to this Court. But his Lordship could not say that the magistrate had exercised an unreasonable discretion. The rule was therefore discharged with costs.

MONSTER CUTTLE-FISH.

"Land and Water" publishes the following correspondence which has been received by Mr. Frank Buckland:—"Downing-street. I am directed by the Earl of Kimberley to transmit to you a copy of a despatch from the Governor of Newfoundland, enclosing, with other papers, photographs of the arm of a gigantic cuttlefish, recently brought to shore by some fishermen of that island. Lord Kimberley is quite willing that you should make such use of these papers in the interest of science, as you may think proper; but I am to request that his Lordship may be informed in which museum you consider they should be finally deposited. Robert G. W. Herbert." "Government House, Newfoundland. My Lord,—The existence of a large cephalopod in the North Atlantic has been so questioned by naturalists that I am induced to bring under your Lordship's notice the circumstances under which one of the arms of a gigantic cuttlefish was secured in Conception Bay, Newfoundland. With this view I have the honour to transmit copies of two letters from the Rev. Moses Harvey, of St. John's, Newfoundland, in one of which he describes the size of the captured arm of that fish, and deduces from certain *data* the proportions of the cephalopod. In his second letter he describes the appearance of an almost perfect specimen taken recently at Logy Bay, though of inferior size to that seen in Conception Bay. 2. I have further the honour to submit photographs of the arm and of the cephalopod, illustrative of the descriptions contained in Mr. Harvey's letters. 3. I trust that your Lordship will be pleased to forward the enclosed documents and photographs to the department of science in London to which they relate—Stephen G. Hill." "My dear Doctor,—I take the liberty of bringing under your notice some account of a gigantic cuttle-fish which was seen a few days ago in Conception Bay. The circumstances under which it was seen were as follows:—Two fishermen were out in a small punt, on the 26th of October, off Portugal Cove, Conception Bay, about nine miles from St. John's. Observing some object floating on the water at a short distance, they rowed towards it, supposing it to be a large sail, or the *debris* of a wreck. On reaching it one of the men struck it with his 'gaff,' when immediately it showed signs of life, reared a parrot-like beak, which they declare was as big as a six gallon keg, with which it struck the bottom of the boat violently. It then shot out from about its head two huge, livid arms, and began to twine them round the boat. One of the men seized a small axe and severed both arms as they lay over the gunwale of the boat, whereupon the fish moved off, and ejected an immense quantity of inky fluid, which darkened the water for two or three hundred yards. The men saw it for a short time afterwards, and observed its tail in the air, which they declare was 10ft. across. They estimate the body to have been 60ft. in length, 5ft. in diameter, of the same shape and colour as the common squid, and they observed that it moved in the same way as the squid, both backwards and forwards. One of the arms which they brought ashore was unfortunately destroyed, as they were ignorant of its importance; but the clergyman of the village assures me it was 10in. in diameter and 6ft in length. The other arm was brought to St. John's, but not before 6ft. of it were destroyed. Fortunately I heard of it, and had it preserved. Mr. Murray, of the Geological Survey, and I, afterwards examined it carefully, had it photographed, and immersed in alcohol; it is now in our museum. It measured 19ft., is of a pale pink colour entirely cartilaginous, tough and pliant as leather, and very strong. It is but 3½in. in circumference, except towards the extremity, where it broadens, like an oar, to 6in. in circumference, and then tapers to a pretty fine point. The under surface of the extremity is covered with suckers to the very point. At the extreme end there is a cluster of small suckers, with fine sharp teeth round their edges, and having a membrane stretched across each. Of these there are about 70. Then come two rows of very large suckers, the movable disc of each 1¼in. in diameter, the cartilaginous ring not being denticulated. These are 24 in number. After these there is another group of suckers, with denticulated edges (similar to the first), and about 50 in number. Along the under surface about 30 more small suckers are distributed at intervals, making in all about 180 suckers on the arm. The men estimate that they left about 10ft. of the arm attached to the body of the fish, so that its original length must have been 35ft. A clergyman here assures me that when he resided at Lamaline, on the southern coast, in the year of 1870, the bodies of two cuttles were cast ashore, measuring 40ft. and 4 ft. respectively. More than once we have had accounts of gigantic cuttles cast ashore in different localities, but not until now have any of them been preserved. By this mail I send you a photograph of the arm; it is one fourth the original in size. You will readily see the suckers at the extremity of the arm. The discs of several of the larger ones have been torn off by carelessness on the part of the captors. A few of them, however, are perfect, and the smaller ones are not injured. I shall send you also, by this mail, three or four of these suckers, the smaller being from the very tip of the extremity and not much larger than a pin's head. I shall be glad to hear your opinion of this fish at your earliest convenience. It is a great pity one arm was destroyed, and it is still more to be regretted that we did not get the head of the monster. M. Harvey." Mr. Buckland says that he and Mr. Searle painted it to life, and it is now in his museum, where it has received much attention.

"Berkeley, September 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above-named pills for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, Henry Allpass.—To the Proprietors of Norton's Camomile Pills."

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HEAD OFFICE PARIS.

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BOMBAY—Dean Lane.
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WINE MERCHANTS TO H.M. THE QUEEN, H.R.H. THE PRINCE OF WALES, AND THE PRINCIPAL LONDON CLUB.

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CUTLER, PALMER, & Co.'s well-known WINES, COGNACS, and LIQUEURS comprise every possible requirement on the part of consumers. They consist of—

PER DOZEN. *In Bombay including all charges.* Rupees.

BORDEAUX—RED & WHITE.

		Qts.	Pts.
Chateau Lafitte or Mouton	Gold capsule	32	17
,, Rauzan	Black capsule	25	13½
,, Palmer	Blue capsule	22	12
,, Larose	Yellow capsule	19	10½
St. Julien	Green capsule	17	9½
Cantenac	Red capsule	16	9
St. Estephe	White capsule	14	—
Petit Medoc	Violet capsule	12	7¼
Haut Sauternes	Red capsule	23	12
Barsac		17	9½

BURGUNDIES—RED & WHITE.

Chambertin	Red	32	17
Nuits	Red	28	—
Voinay	Red	21	11½
Beaune	Red	18	—
Chablis (La Moutonne)	White	26	14
Chablis, light	White	17	9½

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(Cutler, Palmer & Co.'s and Wachter & Co.'s Brands.)

Grand Vin (Fleur de Sillery)		
Finest Dry Sparkling	44	23½
,, ,, per Hamper of 24 pints	27	—
Fine Dry Sparkling	38	20½
Good Sparkling (Star)	33½	18
Carte Blanche, "Sibadey's" Brand	24	—

GERMAN WINES.

Nonpareil Sparkling Hock and Moselle	39	21
Sparkling Hock and Moselle, Muscatel	34	18½
Moselle (Still) Braunberger	27½	15½
Hock ,, Johannisberger	41½	22½
,, ,, Rudesheimer	27½	15½
,, ,, Hochheimer	24½	14
,, ,, Laubenheimer	16	9
Stein-Wein in Bocksbeutel	27½	—

SHERRIES.

	Qts.	4 Gallon Jars.
Amontillado, A-1, Gold seal, extra quality	35	
Amontillado, Black seal, choice and superior	34	
Amoroso, very choice, full flavored, soft pale	27	
Blue seal, very pale, dry and delicate	25	47
Green seal, full bodied, light gold color, dry	25	
Brown seal, pale and dry	24	
Vino Fino, Brown Seal	23	
Vino Fuero, Violet Seal	22	
Yellow seal, pale medium colour	20½	33
Pink seal, Vino de Pasto, remarkably pale and very dry	20	
White seal, a good Dinner Wine	17	27
Marsala, Virgin, pale, fine flavor	16½	
Madeira, East India, very choice	6	

Sacramental Wine—Rota Tent	22	

PORTS.

	Qts.	Pts.
Old Crusted (5 years in bottle), original seal	24	—
Invalid's Wine, Gold capsule	23	15
Black seal, Dessert Wine	23	13
Red seal, a good sound new Wine	19	11

SPIRITS.

		Rs.
Cognac, superior fine old pale	Black capsule	42, 34 61½
,, old pale	Yellow capsule	30
,, pale	White capsule	27
,, pale	Blue capsule	23
Rum, Old Jamaica, superior 1st quality	White cap.	24½
Gin, London Old Tom, 1st quality		22
Whisky, Irish, 1st quality		22½
,, Scotch, 1st quality		25, 22½
Geneva, in flasks		19

ASSORTED LIQUEURS.

Each Case containing 12 Pint bottles, viz.—
White Curaçao, Anti Cholera, Cherry Brandy, Crême de Thé, White Anisette, Curaçao Sec, Crême de Vanille, Noyeau de Martinique, Oranges Amères, Persicot, Roses sans Epines, Maraschino. } *per case* 27½

LIQUEURS.

	Qts.	Pts.
Curaçao, finest Amsterdam, Orange or White	39	26½
Maraschino di Zara, best	38	20
Noyeau	37	—
Cherry Brandy, best Copenhagen	28½	18½
Orange Bitters, best	20½	—
Kill the Crow Bitters	28½	—

Terms:—*Three Months' Credit allowed, references being satisfactory. A liberal Discount for Cash. Special Terms to Messes, Clubs, Co-operative Societies, Merchants and Traders, who may be supplied direct from our London House if preferred.*

No Wines should be critically tested for more than a week or so after delivery, as all descriptions require rest after being moved.

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		Nett Cash with order. Per dozen.	Credit. Per doz.
Casks containing 8 Dozen Quarts	Rs.	5 8	Rs. 5 12
Do. 6 ,, Pints	,,	3 8	,, 3 12

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Fine Sherry	Rs.	18, 22, 25
Very Superior Old Sherry		28, 36
Choice Old Sherry		28, 32, 36
Fine Old Manzanilla		30
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Superior Old Port		32
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Superior Sparkling Moselle		30, 32, 32
Fine Hock		16, 22-8, 24, 25, 27
Very Superior Hock		30, 33, 40
Superior Sparkling Hock		32, 40
Finest Champagne		36, 42
Claret		9-8, 12
Fine Claret		15, 20
Very Superior Claret		25, 30
Burgundy		18, 22, 24, 28
Fine Sparkling Burgundy		38
Sauternes		18, 22, 30
Chablis		16
Choice Old Brandy	Rs.	27
Fine Pale Brandy		20, 24
Finest Old Jamaica Rum		20
London Gin		16
Scotch and Irish Whiskey		18, 20
Finest Old Hollands Geneva		13-8, 44

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Our Mutual Friend, a neat French Morocco Case for holding a Pack of Cards, with Brass Scoring Plate and Pegs, complete ... Rs.	3	0
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VIOLINS, complete	Rs. 20 to 150	ACCORDIONS	Rs.	15 to 35
GUITARS	,, 12 to 75	FLUTINAS	,,	20 to 40
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21st September 1874.

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Best Manilla Rope, at Rs. 28 per cwt.
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Steam Engine with Boilers, complete.
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Have just received a further supply of
CHRISTENING PRESENTS.

	Rs.		Rs.
SILVER MUGS, richly gilt inside, and handsomely chased or engraved	30	to	70
,, ditto, and in morocco cases	35	to	120
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,, ditto, ditto combined, in case	54	to	180
,, BOWL AND SPOON, in case	100	to	170
,, FEEDING BOTTLES	20	to	40
,, PAP BOATS	16	to	58
SILVER Corals and Bells with Whistle	11	to	50
CORAL NECKLACES AND SLEEVE TIES, with gold clasps, 2 and 3 rows	25	to	50
MUSICAL BOXES, especially made for children	6	to	20

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Solid Gold sets of knife, fork, and spoon ... 350 to 850.
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A large supply of this beautiful silver work just to hand, consisting of claret jugs, surroys, salvers, goblets, mugs, muffineers, &c.

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Carriage Clocks of very best finish, chiming quarters and half hours on sweet toned gongs, compensation balance, and all the latest improvements, in morocco case, Rs. 165.

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Carriage Time-pieces, exactly the same in appearance as the above Clocks, but without striking movement, Rs. 50.

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Plain and Figured Memorial Cards for presentation, of all sizes.

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A SOFT HAT FOR WARM CLIMATES.
Can be folded and closely packed without damage.
Especially adapted for travelling purposes.
MESSRS. ANDRE, HATTERS,
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Direct the attention of Ladies and Gentlemen to their New "TERAI HAT," highly recommended by HIS EXCELLENCY THE RIGHT HONOURABLE THE LATE EARL MAYO. The Right Honourable EARL WICKLOW. Col. H. RAMSAY, Commissioner of Kumaon, N.W. Provinces. Lieut.-Col. THOS. BAUGH, Almorah, N. W. Provinces. Major OWEN TUDOR BURNE, &c., &c., &c.

Forwarded retail post free to any part of India, price 23s. 6d.

Trade Orders promptly attended to.

Sir,—I am happy to be able to speak in the highest terms of your "Terai Hat," for EASE, COMFORT, CONVENIENCE OF PACKING, AND DURABILITY. Although the Hat is hardly a sufficient protection for the head in the extreme heat of the Plains of India, YET FOR ALL WORK IN THE HILLS AT ALL SEASONS, FOR JOURNEYS, AND FOR GENERAL WEAR IN THE COOLER WEATHER IN THE PLAINS, it is admirably adapted. The late Earl of Mayo constantly wore your "Terai Hat," which was recommended to him by Colonel Ramsay.

I remain, yours faithfully,
O. T. BURNE,
Late Secretary to His Excellency the late Earl of Mayo.

NOTICES.

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SEASON 1874!!

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TEA DEPOT,
UMRITSUR, PUNJAB,

OFFER to MERCHANTS, MESSES, HOTELS, and other LARGE CONSUMERS, KANGRA VALLEY TEA, on MOST FAVORABLE TERMS. They are Agents in Umritsur for the celebrated Byjnath, Baree, Mountsomerset, Monshubul, and Burnbrae Plantations, and have on hand a LARGE STOCK of TEA from various other Gardens in the Valley.

WHOLESALE RATES ON APPLICATION.

1st October 1874.

LETTS'S DIARY FOR 1875, of all shapes and sizes, just received.
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BILLIARD BALLS, made of best African Ivory for Indian climate. Per set, Rs. 55.
HORMUSJEE SORABJEE.

VEGETABLE SEEDS.—A packet containing 25 select varieties, Rs. 10. FLOWER SEEDS.—A packet containing 20 select varieties, Rs. [illegible]
HORMUSJEE SORABJEE,
26, Meadow Street.

MESSRS. CAMPBELL & CO.,
TOBACCO PLANTERS,
CHEROOT, CIGAR AND CIGARETTE MANUFACTURERS,
DINDIGUL, MADRAS PRESIDENCY,
Have opened a Depot for the sale of their Cheroots, at East Street, Poona.

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"A" OR CAMPBELL'S "PLANTATION BRAND." CHEROOTS AND CIGARS IN CEDAR BOXES.

No. 1	Large Cheroots	per 1,000 Rs.	25
,, 2	Medium size Cheroots	,,	21
,, 3	Small or Cheroots	,,	17
,, 4	Large "Manilla"	,,	21
,, 5	Small "Havannahs"	,,	15
,, 6	Medium do.	,,	24
,, 7	Large do.	,,	28
,, 8	Tiny Manillas or Office Cheroots	,,	10

"B" OR DINDIGUL BRAND.

These Cheroots are made from the best "Dindigul" Tobacco, by natives, in imitation of our "Plantation Brands." The prices are about half the price of "Plantation" Cigars, the leaf being rougher, and of various colours, but the flavour is good, and Tobacco pure and sound.

"B"—No. 1 Large "Bat" [illegible], Rs. 12 per 1,000 in Poona.

"C" OR TRICHINOPOLY BRAND.
CHEROOTS WITH STRAWS.

No. 1	Large Dawson	per 1,000 Rs.	16
,, 2	Medium do.	,,	13

Messrs. CAMPBELL & Co. allows a DISCOUNT of 10 per cent. on the Cash purchase of 2,000 Cheroots and a DISCOUNT of 20 per cent, on a Cash purchase of 10,000 Cheroots of "A" or Plantation Brand—i. e. the best Brand.

All Orders must be accompanied by Cash.

"PLANTATION WORKS,"
DINDIGUL.
MESSRS CAMPBELL AND CO.,
East street, Poona.

1st October 1874.

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ESTABLISHED 1751.
THE BEST ENGLISH WATCHES.
GOLDSMITHS' ALLIANCE, LIMITED,
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